

The Mining Journal.

RAILWAY AND COMMERCIAL GAZETTE.

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 1475.—VOL. XXXIII.

LONDON, SATURDAY, NOVEMBER 28, 1863.

(STAMPED.....SIXPENCE.
(UNSTAMPED.....FIVEPENCE.)

MR. JAMES CROFTS, SHAREBROKER,
No. 1, FINCH LANE, CORNHILL.
Mr. Crofts transacts business in the way of PURCHASE or SALE, in every description of stocks, particularly in BRITISH MINES, in no case departing from the position of a broker, at net prices. All orders must be with the utmost punctuality and seal, and advice given as to the nature and eligibility of INVESTMENTS, when required. EXCHANGES OF STOCK effected on the most advantageous basis, subject only to commission.
SELLER of 25 Central Miners, £2½; 50 Twelve Apostles, £2½; 50 Okel Tor, £2½; Bedol-Aur, 10s. to 12s. 6d.; 5 Copper Hill, £12; 100 West Trevelyan, 5s. 6d.; 100 North Miners (20s. paid), 8s. 3d. net; 185 North Miners preference (5s. paid), 7s. 3d. net; Chilverton, and all the other leading lead mines of Holywell and Wrexham districts.
* "Notes" on the mines of Holywell district will be incorporated with Mr. Crofts' letter in the Journal next week.

MR. JAMES LANE, No. 44, THREADNEEDLE STREET, LONDON, E.C.
JAMES LANE has FOR SALE, at net prices:—5 Basset and Grylls, £21; 20 Bedford United; 20 Chilverton Wheel Rose, £2½; 20 Curtis, £2½; 25 Crebor, £1½; 50 Cornubia (fully paid), 30s.; 20 Drake Walls, 38s. 6d.; 50 Dale, 12s.; 25 East Jane; 20 East Carn Brea, £7½; 25 East Providence, £3½; 20 East Lovell; 20 East Russell, £2½; 60 East Bottle Hill, 4s. 6d.; 50 Great Wheel Busy, £4; 20 Gonnams, £3; 10 Great South Toigus, £4½; 10 Gribbler and St. Aubyn, £10; 20 Leadcott, £2; 20 Lady Bertha, 12s. 6d.; 2 Wheel Margaret, £20; 20 New Wheel Martha; 50 North Miners (Preference), 8s. 6d.; 5 New Rosewarne; 10 South Carn Brea, £2½; 2 South Basset, £10½; 50 St. Day United, 35s.; 100 Silver Vein, 10s. 6d.; 20 Tolvadden, 37s. 6d.; 50 Vale of Towy, 4s. 6d.; 40 Unity, 7s.

STOCK AND SHAREDEALER.—MR. PETER WATSON,
OLD BROAD-STREET, LONDON, E.C.
TELEGRAPHIC MESSAGES TO BUY or SELL Railway, Bank, Mine, and other Shares and Stocks, punctually attended to on commission, or at net prices for cash, or for fortnightly settlements, with advice as to purchases or sales.
Eighteen years' experience.
(Two in Cornwall and sixteen in London.)
Bankers: Union Bank of London.

Every information can be obtained on personal application or by letter, as to purchases and sales of mine and other shares, and the best investment for capital.
From the close proximity of his Office to the Stock Exchange, as well as the Mining Exchange, Mr. Watson is enabled to act with promptitude on all orders entrusted to him, which at all times are carried out with punctuality, and to the best advantage of his clients.—November 27, 1863.

MR. LELEAN, 11, ROYAL EXCHANGE, LONDON, E.C., has FOR SALE the FOLLOWING MINING SHARES:—

5 Bedford United.	40 Lady Bertha.	5 Trelawny.
60 Bedol-Aur.	20 Marke Valley.	10 Tolvadden.
20 Boscawell Downs.	100 North Miners.	40 Wheel Unity.
30 Camborne Vein.	10 North Basset.	50 Worthing.
5 Cook's Kitchen.	15 North Downs.	5 Wh. Kitty (St. Agnes).
3 Clifford Amalgamated.	5 Nangiles.	125 West Trevelyan.
3 Copper Hill.	20 North Trekerby.	1 West Seton.
20 East Russell.	5 North Croft.	5 West Caradon.
10 East Carn Brea.	40 North Robert.	1 Wheel Seton.
5 East Chilverton.	10 Pendean Cons.	20 Wheel Grenville.
10 East Trekerby.	3 Providence.	1 Wheel Buller.
20 East Providence.	20 Rosewarne Consols.	40 Wheel Harriett.
50 East Grenville.	10 Rosewarne United.	5 Wheel Union.
5 East Caradon.	5 Stray Park.	30 Wheel Crebor.
25 East Lovell.	25 Stray Park.	10 West Chilverton.
5 East Basset.	1 South Wheel Frances.	1 Wheel Margaret.
20 East Rosewarne.	60 South Caradon Hooper.	20 Wheel Hope.
5 Great South Toigus.	5 South Croft.	2 Wh. Trelawny.
100 Harwood.	100 St. David's Gold.	40 Wh. Edward.
20 Leadcott.	18 Trumpet United.	

N.B.—Prices of the above shares will be forwarded on application, and will be found cheaper than any of those advertised in the pages of this Journal.
WANTED TO BUY North Miners and East Lovell.
Recommended for immediate purchase:—The Bedol-Aur (or Golden Shoe) at £½ to £¾, North Miners, East Trekerby, East Lovell, Great Laxey, East Providence, Tolvadden, Wheel Crebor, and East Russell.—Nov. 27, 1863.

GEORGE SEARBY, No. 2, CROWN COURT, THREADNEEDLE STREET, E.C.
RELIABLE INFORMATION respecting mining operations may be had by applying as above.

JOHN RISLEY, 32, LOMBARD STREET, LONDON, E.C.,
SHARES IN MINES BOUGHT and SOLD on commission, at 1½ per cent. for immediate cash. Bankers: London and Westminster, Lothbury.

WILLIAM SEWARD, MINING BROKER, STOCK and SHAREDEALER, 31, THROGMORTON STREET, LONDON, E.C.
Commission, 1½ per cent. on all transactions.

JOSEPH GREGORY, STOCK and SHAREBROKER,
2, HATTON COURT, THREADNEEDLE STREET, LONDON, E.C.
Commission on purchase and sale of mining shares, 1½ per cent.
Bankers: City Bank.

JAMES HUME, SHAREBROKER, 74, OLD BROAD STREET, AND MINING EXCHANGE, LONDON, E.C.
JAMES HUME's "Circular" for November should be consulted as regards the various marketable mines. Price 6d.; annual subscription, 5s.
East Russell.—Speculators will do well to consult Mr. Hume before acting in these shares, as much may be made or saved by doing so.

MR. T. ROSEWARNE, 81, OLD BROAD STREET, LONDON, E.C., has FOR SALE:—
Bronfloy, £4½; Bryn Gwlog, £30½; Billins, £16; Clifford Amalgamated, £38½; Camborne Vein, £20½; Cwm Erlyn, £23; Chilverton Moor, £2½; East Russell, £4 18s. 9d.; East Basset, £59; East Caradon, £26½; East Lovell, £2½; Great So. Toigus, £2½; Wheel Curtis, £2½.
And is a BUYER of:—Great So. Toigus, £2½; Wheel Curtis, £2½.
An OFFER WANTED for:—Miners.
Nov. 27, 1863.
Bankers: Bank of London.

MR. WILLIAM WARD (late with Messrs. Dunsford and Ranken), MINING BROKER,
After an engagement as chief clerk with Mr. Dunsford and Messrs. Dunsford and Ranken for upwards of 11 years, begs respectfully to intimate that, at the request of several friends, he has resolved to establish himself as a Mining Broker, directing his attention in the first place to British mines, and thereby offering to his clients and the public generally the advantages of his long experience in connection with that important branch of our home industry.
W. WARD will confine himself exclusively to a commission business, and not become a dealer in shares, conceiving that he shall thereby merit and best respond to the confidence hitherto reposed in him by his numerous friends, the continuance of which he respectfully solicits.
Reports on mines, and other valuable information carefully collected, will always be found at his offices.—29, Threadneedle-street, London, E.C.

MESSRS. R. HORLEY and CO., SWORN STOCK, SHARE, and MINING BROKERS, 45, CORNHILL, E.C. (late of 2, Royal Exchange-buildings), TRANSACT EVERY DESCRIPTION OF MINING BUSINESS, on commission only, and are in a position to obtain reliable information respecting all dividend and progressive mines.

MR. GEORGE BUDGE, SHAREBROKER, No. 4, ROYAL EXCHANGE BUILDINGS, LONDON, E.C. (Established 16 years), has FOR SALE, at net prices:—150 Trumpet United, 4s.; 50 Illogan, 2½s.; 125 Calstock Consols, 6s.; 150 Santa Barbara, 11s.; 3 Seton, £17½; 10 East Lovell, £2½; 50 Gawton, 18s. 6d.; 40 Crebor, 37s.; 100 Arthur; 20 East Russell, £5; 130 West Trevelyan, 6s.; 60 Drake Walls, 36s.; 40 East Rosewarne, 50s.; 5 New Rosewarne, 21s.; 3 Herodafot, £40; 50 Lady Bertha, 11s.; 10 Tincroft, £19½; 20 South Toigus, £38½; 100 East Bottle Hill 5s. 6d.; 100 Vale of Towy, 4s. 6d.; 100 Don Pedro del Rey, 18s. 6d.; 40 Nova Scotia, (Gold), 17s.; 100 Sovereign (Gold), 2s. 6d.; 20 West Beam; 45 Bronfloy, £4½; 25 St. Day United, £2½; 500 New Prospector, 6s.; 100 West Maria and Fortescue, £2½; 40 North Shepherd, £2½; 50 Great Laxey; 40 East Providence, £2½; 10 Curtis; 25 Great Wheel Busy, £2½; 10 East Trekerby; 125 Molland, 1s. 6d.; 100 Wheel Pollard, 4s.; 100 Great Retailack.

G E O R G E M O O R E,
1, CROWN COURT, THREADNEEDLE STREET.
In any business that GEORGE MOORE is favoured with, in which he is the buyer, he will give CASH ON RECEIPT OF TRANSFER.

JAMES HERRON has FOR SALE the following SHARES, at the prices quoted, and FREE OF COMMISSION:—
50 Aberdwr, 12s.; 20 Great Laxey; 20 St. Just United, £2½; 3 Billins, £17; 2 Herodafot, £29½; 50 St. Just Consols (fully paid), 13s. 9d.; 2 Bryn Gwlog; 30 Hington Down, £2 2s. 6d.; 50 St. David's Gold, 1s. 9d.; 50 Bedol-Aur, 11s. 9d.; 20 Kelly Bray, 16s.; 10 South Miners, £1½; 5 Basset & Grylls, £20½; 5 Linars, £6½; 5 Stray Park, £36; 1 Basset; 5 Long Rake, £1½; 50 Tincroft, £19 5s.; 10 Cobre, £27; 50 Lady Bertha, 10s.; 50 Treweatha, 19s.; 20 Caradon Vale, £3½; 1 Margaret, 19s.; 20 Twelve Apostles, £2½; 10 Clifford Amalgamated; 50 Marquitta; 5 Trelawny, £11½; 30 Cook's Kitchen, £21½; 60 North Pool; 30 Utd. Mexican, £8 6s. 3d.; 10 Cliffland & West, £9; 15 North Basset, £3; 50 Vale of Towy, 5s. 6d.; 40 Caradon Hill, 20s.; 10 North Croft, £25 6s. 9d.; 20 North Miners, 8s.; 100 North Miners preference shares (5s. pd.), 6s. 9d.; 20 New Treleigh, 30s.; 50 New Prospector, £2; 20 North Robert, 7s.; 20 North Downs, 35s.; 10 North Chilverton, £2; 30 New Wh. Martha (fully paid), £2½; 3 Nangiles, £20 18s. 9d.; 50 New So. Toigus, 8s. 6d.; 3 New Rosewarne, £30½; 50 Nova Scotia (20s. paid); 1 Providence, £44 10s.; 3 Polbreen, £12½; 10 Pendean, £7½; 10 Par Consols, £3 18s. 9d.; 100 Port Phillip, 25s. 6d.; 50 Quebrada, £2½; 10 Rosewall Hill, £3½; 50 Redmoor, 4s. 3d.; 20 Rosewarne Utd, £1 18 9; 5 Rosekneweth, £3½; 100 Santa Barbara, 11s. 6d.; 5 St. John del Rey, £59; 1 South Frances, £29½; 20 St. Day United; 1 South Toigus, £39; 30 South Condurow; 50 St. Just United; 5 West Chilverton; 5 West Caradon; 5 West Buller; 50 New Martha; 50 Sortridge Consols, 4s.; 200 Vale of Towy, 4s.; and 1 West Sharp Tor.
And is a BUYER of 50 Prosper United, £4; 5 West Chilverton; 5 West Caradon; 5 West Buller; 50 New Martha; 50 Sortridge Consols, 4s.; 200 Vale of Towy, 4s.; and 1 West Sharp Tor.
An OFFER WANTED for 25 Richmond Hill Hotel, £2 paid.
2, Adam's-court, Old Broad-street, November 27, 1863.

MESSRS. VIVIAN and REYNOLDS, 68, OLD BROAD STREET, LONDON, E.C., MINING ENGINEERS, INSPECTORS OF MINES, COMMISSION, and GENERAL AGENTS for the PURCHASE or SALE of MINES, SHARES, RAILWAY, and EVERY OTHER DESCRIPTION OF STOCK.
Commission on share transactions 1½ per cent. on £100 and above, and 2½ per cent. on less sums.

MR. EDWARD COOKE, MINING SHAREBROKER,
75, OLD BROAD STREET, LONDON, E.C. Reliable information given on application, relative to the merits of mines, either for speculation or investment. A few good mines have been selected with much care and attention, an investment in which can scarcely fail to be highly remunerative.
Nov. 27, 1863. Bankers: Alliance Bank, Lothbury.

MR. GEORGE BATTERS strongly recommends his friends to buy Tincroft, West Chilverton, Chilverton, Herodafot, South Caradon, and Devon Great Consols for investment. These shares will pay good interest for money at present quotations.
Mr. BATTERS is a BUYER of 100 shares, or any part, in West Chilverton Mine, at £2½; 100, or any part, Chilverton, at £2½; 100, or any part, Chilverton Moor, at £2½; and of 100 Santa Barbara, at 10s. 6d. West Chilverton will have a great rise, and at present prices are the cheapest shares in Cornwall. Chilverton may be expected to advance more than double present quotations as soon as the water is out of the mine. Chilverton Moor is also a share of great promise. Investors will do well to buy without delay.—5, Cowper's-court, Birch-in-lane, E.C.

GEORGE RICE, SHAREBROKER, 1, FINCH LANE, CORNHILL, LONDON (30 years' experience), has SPECIAL BUSINESS as BUYER or SELLER, for cash or account, in the following mines:—
Closing quotations. East Lovell, £8½-8¾; East Caradon, 25½-26; East Russell, 4½-5; East Chilverton, 6-6½; East Carn Brea, 6½-6¾; East Rosewarne, 2½-2¾; East Grenville, 2½-2¾; Drake Walls, 36s.-38s.; Camborne Vein, 3½-3¾; Chilverton, 9½-10; Clifford Amalgamated, 36-36½.
New Rosewarne, 20-21; North Croft, 5-5½; Tincroft, 19-19½; Wheel Edward, 2½-2¾; Wheel Crebor, 36s.-36s.; Wheel Harriett, 38s.-38s.; West Chilverton, 4s.-5s.; Wheel Seton, 170-175; Wheel Grenville, 4½-5; Wheel Hope, 4½-4¾; St. Day United, 38s.-39s.
EAST RUSSELL.—These fell to £4½, as I predicted. Lode still very poor. I advise further sales at present prices, £4½ to £5.
EAST LOVELL.—In reply to numerous enquiries, I advise the immediate sale of these shares. Nothing whatever at the mine to warrant the present high prices, and there must be a great fall in price ere long.
Money advanced on mining shares.
Nov. 27, 1863. Bankers: Bank of London.

MR. E. GOMPERS, MINING OFFICES,
2, CROWN CHAMBERS, THREADNEEDLE STREET, LONDON, E.C.
BUSINESS TRANSACTED IN BRITISH and FOREIGN STOCKS and SHARES.
Terms, 1½ per cent.
Bankers: London and Westminster Bank.

MR. J. W. GILBERT, MINE BROKER,
1, PINNER'S HALL COURT, OLD BROAD STREET.
(Late of St. Day, Cornwall).
J. W. GILBERT, from his practical knowledge of mining, added to six years' experience as a sharebroker, feels confident of the benefit of his advice to investors.
Mines inspected for the usual fee.

MR. G. D. SANDY, SHAREDEALER, No. 48, THREADNEEDLE STREET, LONDON, E.C., has FOR SALE:—
6 Bryn Gwlog, £35; 25 Chilverton, £10; 20 South Caradon Wheel; 50 Camborne Vein, £3½; 20 Marke Valley, £6 6s. 3d.; Hooper, 15s.; 5 Clifford Amalgamated; 10 St. So. Toigus, £5; 50 East Carn Brea; 30 Drake Walls; 20 Trevelyan, 35s.; 20 Tolvadden, 35s.; 15 East Basset, £59½; 3 Mary Ann, £13½; 35 Carn Camborne; 50 East Grenville, £3 18s. 9d.; 100 North Miners, 6s. 6d.; 20 North Downs; 50 East Lovell; 5 Clifford Amalgamated.
EAST LOVELL MINE.—Mr. SANDY again draws the attention of parties interested in this property; he has this week had the mine inspected, and is, therefore, in a position to advise as to future operations.
A correct daily price list will be forwarded on application.

MESSRS. WARD and JACKMAN, STOCK and MINING EXCHANGE, 2, ADAM'S COURT, OLD BROAD STREET, AND TRANSACT BUSINESS IN BRITISH and FOREIGN MINING SHARES and OTHER SECURITIES at lowest prices, nett or on commission, but not being DEALERS only execute orders confined to them.
Telegraphic messages to buy or sell shares of every description promptly executed for immediate cash, or the fortnightly settlements.
Commission, 1½ per cent. on all transactions.
Nov. 27, 1863. Bankers: London and Westminster, Lothbury.

MR. D. STICKLAND, M.E., having had upwards of 40 years' mining experience in Cornwall, several years of which he has had the entire management of mines therein, enables him to GIVE GOOD ADVICE thereon. MINES INSPECTED and faithfully REPORTED ON. DEALER IN MINING, RAILWAY, and OTHER SHARES.
His monthly "Circular" for November contains a selected list of Cornish and other mines. Forwarded on receipt of six postage stamps.
38, Dowgate-hill Chambers, London, E.C.

VALUABLE FORFEITED SHARES FOR SALE BY AUCTION.
MR. T. P. THOMAS is instructed to SELL, BY PUBLIC AUCTION, at Garraway's Coffee House, Change-alley, Cornhill, London, on Thursday, the 10th day of December, at One o'clock precisely, the following VALUABLE MINING SHARES, forfeited for non-payment of calls, viz.:—
265 (20,000ths) Vale of Towy Lead Mine, Carmarthen.
49 (6000ths) Lady Bertha Copper Mine, Tavistock.
120 (4000ths) Gawton Copper Mine, Tavistock.
50 (4000ths) Wheel Edward Copper Mine, Tavistock.
For catalogues and particulars application may be made to THOMAS FIELD, Esq., 2, Crown-court, Threadneedle-street; EDWARD KING, Esq., 37, Austin Friars; GEORGE LIVINGSTON, Esq., St. Helen's-place; Garraway's; and at the offices of the auctioneer 2, Crown-court, Threadneedle-street, London.

FOR SALE, BY PUBLIC AUCTION, in One Lot, the TAMAR SILVER-LEAD MINE, BEERHALLSTON, in the county of DEVON, together with the BUILDINGS, ENGINES, MACHINERY, ORES, STORES, and MATERIALS, forming the whole of the plant or property of the shareholders in, upon, and belonging to the said mine.

MR. T. P. THOMAS has been favoured with instructions to SELL the ABOVE VALUABLE PROPERTY, BY PUBLIC AUCTION, at Garraway's Coffee-house, Change-alley, Cornhill, London, on Thursday, the 17th day of December, 1863, at One o'clock, in one lot, and subject to conditions to be then and there produced and read, detailed particulars of which will appear in next week's Journal.—Applications for orders to view, and for full particulars, to be made to Messrs. DUNSFORD and RANKEN, 9, Broad-street-buildings, London.

TAMAR SILVER-LEAD MINING COMPANY.
At a SPECIAL GENERAL MEETING of this company, held at Messrs. Dunsford and Ranken's offices, 9, Broad-street-buildings, London, on the 27th day of November, 1863, for the purpose of confirming or otherwise the resolution of the special general meeting on the 30 day of November, 1863, it was resolved:—
That the resolution of the previous meeting be, and is hereby, confirmed, and that the mine and plant be offered for sale in one lot, by public auction, at a reserved price to be fixed by the directors, and that failing a sale at such auction, or by private contract, the plant and materials be drawn to surface, and sold in detail.
November 27, 1863. DUNSFORD and RANKEN.

MR. T. E. W. THOMAS, MINING AGENT and GENERAL MINING SHAREDEALER,
3, PINNER'S COURT, OLD BROAD STREET, LONDON; and 16, HACKINS HILL, LIVERPOOL.
Mr. THOMAS has business to transact, both as a BUYER and SELLER, in the shares of the Miners Mine, the most valuable lead mine in the kingdom. Present price, £355 to £265.

MR. FRANCIS G. LANE, No. 2, ROYAL EXCHANGE, LONDON, E.C.
The following SHARES FOR SALE:—
50 Drake Walls, 37s.; 50 West Wh. Martha, 31s.; 5 Bryn Gwlog, £33½; 40 New Treleigh, 20s. 6d.; 2 West Frances, £29; 25 Wheel Ludcott, 40s.; 50 St. Devon and Bedford; 7 Wheel Margery, £4½; 100 North Miners, 8s. 6d.; 25 East Carn Brea, 47; 25 East Lovell, £20; 100 East Bottle Hill, 4s. 6d.; 5 New Rosewarne, £21; 50 North Shepherds, £2½; 50 Camborne Vein, £3 3 9; 25 North Basset, £2; 30 Wheel Hearie, 17s. 6d.; 50 New Martha, £2½; 20 Wheel Hope, £4½; 100 Sortridge Consols, 5s.; 50 Wheel Crebor; 20 Marke Valley, £25 6s. 9d.

BUYER of New Wheel Martha, £2; West Wheel Martha, 29s.; Great Devon and Bedford (Colchator), 30s.; and East Lovell, £2½.
Having had this mine carefully inspected and reported upon, I am in a position to advise parties as to the propriety of increasing their interests or otherwise. Speculators will do well, therefore, to consult me before operating. The shaft sinking on the north lode is still worth from 80l. to 100l. per fm. The south lode has slightly fallen off in value.
Bankers: London and County Bank.

MR. FREDERICK W. MANSELL, STOCK and MINING SHAREBROKER, 75, OLD BROAD STREET, LONDON.
Mr. MANSELL will, on application, forward a list of mines for immediate purchase, likely to considerably advance in price during the next month.
Telegraphic orders to the above address will meet with prompt attention.
Terms of commission, 1½ per cent.
Bankers: London and Joint-Stock Bank.

MR. THOS. THOMPSON, MINING OFFICES,
12, OLD JEWRY CHAMBERS, LONDON, E.C.

RICHARD CLIFT, MINE SHAREDEALER,
late of Redruth, now 48, THREADNEEDLE-STREET, LONDON, where all letters are to be addressed.

WILLIAM ALLISON, STOCK, SHARE, and MINING BROKER, 29, AUSTIN FRIARS, LONDON, E.C.
Orders to buy or sell, accompanied by references, punctually attended to.

PROVIDENCE. ROSEWALL HILL, &c.
MR. BRENCHELEY has had these recently inspected by a mining captain thoroughly conversant with the localities. Holders and intending purchasers are solicited to procure his reports, from which there is little doubt they would derive advantage.
Mr. Brencheley begs to state that, as he is in no way connected as a promoter of, or holder in, any of the many mines now prominently brought under the notice of the public, he is in a position to give disinterested advice as to the eligibility of holding, buying, or selling.
78, Old Broad-street, London, E.C.

SAFE INVESTMENTS FOR CAPITAL,
paying 8 to 20 per cent. per annum upon outlay:—
Name of mine. Price per share. Yearly divs. Per cent. per annum.
Clifford Amalgamated, £37 0 0, £3 15 0, £10 0 0.
Devon Great Consols, 500 0 0, 54 0 0, 9 12 6.
East Basset, 60 0 0, 12 0 0, 20 0 0.
Providence, 44 10 0, 5 0 0, 11 5 0.
Tincroft, 90 0 0, 6 0 0, 6 12 6.
Wheel Grylls, 30 0 0, 4 0 0, 13 5 0.
Wheel Trelawny, 21 0 0, 2 10 0, 12 0 0.

The FOLLOWING PROGRESSIVE MINES are PERFECTLY SAFE for the INVESTMENT OF CAPITAL. No more calls are likely to be made, and a GREAT RISE IN PRICE IS CERTAIN:—
Wheel Unity, £5½; Great South Toigus, £5; Pendean, £7½; East Carn Brea, 47; East Providence, £4½; Bryn Gwlog, £33½.
The following are also good and safe investments:—
Nangiles, £31; North Basset, £2; Central Miners, £2½; East Chilverton, £2½; South Carn Brea, £3½; St. Day United, £1½; West Frances, £29½; East Grenville, £2½; Wheel Grenville, £5.
Mr. WILLIAM BARTLETT is a BUYER of the following, or any part:—
100 East Providence, £2½; West Chilverton, £2½; 100 Kelly Bray, 14s.; 20 Nangiles, £20; 10 Wheel Unity, 5½; 5 East Lovell, £2½.
Sellers will please state number for cash.
Shares bought and sold at 1½ per cent. commission.
Bankers: Alliance of London and Liverpool, Lothbury, E.C.
WILLIAM BARTLETT, Stock and Sharebroker.
Offices, 2, Bucklersbury, London, E.C.

THOMAS HAMILTON (late of Truro) STOCK and SHAREBROKER,
12, ST. MICHAEL'S ALLEY, CORNHILL, LONDON, E.C.
Mine shares bought and sold on the usual commission.

MR. WALTER TREGELLAS, STOCK and SHAREBROKER,
12, ST. MICHAEL'S ALLEY, CORNHILL, LONDON, E.C.
Mr. TREGELLAS strongly recommends the purchase of Santa Barbara Gold, North Shepherds, and Chilverton Consols shares.

MANCHESTER.
MR. W. HANNA M., MINING, SLATE QUARRYING, INSURANCE, and GENERAL SHAREBROKER,
ROYAL INSURANCE BUILDING, KING STREET, MANCHESTER.
A Monthly Investment Circular on application.

THOS. L. COTTINGHAM, MINING ENGINEER,
MINERAL and LAND SURVEYOR, and GENERAL AGENT,
LITTLE NESTON, CHESHIRE, and MOLD, FLINTSHIRE.

A CAUTIOUS MAN.—MR. HALSE, MINING BROKER,
28, THREADNEEDLE STREET, E.C., the writer of the letters in the *Miners Journal* signed "A Cautious Man," informs speculators who are not his clients that his fee for advice is one guinea. One fee may be the means of saving hundreds of pounds. He can recommend a few good mines, which in all probability will have a good future for long.
Bankers: The Metropolitan and Provincial Bank.

Original Correspondence.

THE COST-BOOK SYSTEM, WITH LIMITED LIABILITY.

SIR.—There is much truth in the excellent letter of "Lux Obscura," in the Journal of Nov. 14, when he says:—

"The power of relinquishment leaving it to the option of each shareholder to withdraw or go on, as he thinks proper. At this meeting the whole 10,000 shares are in existence, so that creditors have the confidence 'A. P.' claims for them. Immediately after the meeting (say, within a week), the holders of 1990 relinquish, what will be the course adopted? The holders of the remaining 10 shares can carry on the adventure (working upon the creditors' confidence that there are 10,000 assets) for twelve months, incur 10,000 liability, and then resolve upon a voluntary wind-up. What will the creditors get? Not a penny in the 11. The former holders of the 9990 shares have relinquished all liability, and the creditors cannot obtain, under the most favourable circumstances, more than 101. in full discharge of the 10,000, due to them."

Such truths bring on another question—How are the public (the tradesmen and working miners) to know who are the shareholders or real directors of the mine, whether there are only 1 or 1000 bona fide shareholders? This truth can only be ascertained by the publication, under the authority of the Registrar, of the names of the directors and shareholders of every public company, (say) on Jan. 1 in every year, in the *Gazette*, in the same manner as the joint-stock banks are. They would then be copied by the local press. This would, I think, in a great measure, check fraudulent companies, such as described by "Lux Obscura," and the working miners and tradesmen would then know what sort of companies they were trusting with their labour and goods.

Gloucester Hall, Aberystwith.

J. G. WILLIAMS.

MINE ACCIDENTS—A VOICE FROM THE MINE.

SIR.—Within the last few weeks there have been no less than four cases of fatal accidents to miners in this district (Liskeard); and I see a similar case recorded as happening to a miner at Wheal Jane, Balhu, during the past week. I am deeply grieved to see the great number of fatal accidents that occur annually in the mines throughout Cornwall and Devonshire, and to think of the number of fatherless children and desolate widows who are thus suddenly plunged, from their humble but happy homes, into the extreme depths of poverty and despair; I would, therefore, solicit the aid of your powerful pen in our behalf, as well as the kind consideration of every humane person in the land.

It has often struck me that, whilst the coal miners are protected by Act of Parliament, in having Inspectors to see that they do not work in dangerous places, nothing has hitherto been done to ameliorate the condition of metallic miners in the West of England; perhaps this may be in some measure owing to the fact that Cornish miners are not found thrusting themselves before the public, and making themselves conspicuous by strikes and combinations, as is so often the case in the colliery districts. It is true we have had a visit from the Royal Commission on Mines, some two or three years ago, but this Commission was instituted on account of a lamentable colliery accident. I trust, however, that some good will spring up for Cornish miners shortly, either from this Commission or elsewhere. We, too, have unhappily had catastrophes in Cornwall, as at East Wheal Rose, a few years ago, and at Botallack very recently: when some such terrible calamity occurs, a great deal of sympathy is excited, and subscriptions flow in readily from the benevolent on every side to alleviate the distress of the afflicted, and it does one's heart good to see such bounty. But when a single or common accident happens very little sympathy seems to be created, except in the sufferer's own immediate circle of friends; this is because the public has not been startled by the terrible. The silent grave may be closed over a beloved husband and father, and the sorrowing ones return to their now cheerless home. Perhaps in a few days the heart-stricken widow has to apply for parochial aid on behalf of herself and helpless children. The painful feelings are none the less acute because the bread-winner has been cut off singly. Three of the accidents referred to as happening in this locality were to fathers of families; two of the men left widows, who have been recently confined (one of them of twins), and the utter prostration of these is more easily imagined than described. I do not mean to say that these particular cases might have been prevented, I believe they could not; but what can one think of the accident at Botallack, very recently, where the chain was not sufficiently strong to be entrusted with a load of human beings? Look, again, at Clijah and Wentworth Mines, where a brave fellow went to rescue a wounded comrade, and the chain or rope broke with the weight of a single man, and he was dashed to pieces at the bottom of the shaft, leaving a large family of young children to battle for bread, without a father's protecting and helping hand to guide them through life.

It is generally the custom for the agent to deduct 1s. from every man's pittance in the mine when a fatal accident happens, especially if the deceased leaves a family. I am sure no miner begrudges 1s. on such occasions, but what do the adventurers in the mine pay? generally not a farthing besides funeral expenses. I think there ought to be an Act of Parliament passed inflicting a fine of (say) 20l. on every mine wherein a fatal accident happens; such a sum would be a mere trifle out of a body of shareholders, but would be a boon to a helpless family, and if the accident should have happened through any negligence on the part of the agent in not providing suitable materials, the adventurers would find they had to pay, and would, doubtless, not be slow in passing a censure on such an agent. In fact, I believe that all managers of mines would then do their best to prevent accidents, for it would not be very pleasant to charge 20l. every now and then—never, certainly, passed without a deal of explanation to the shareholders.

There is another class of accidents of too frequent occurrence among us, and which is scarcely less disastrous than those already mentioned; I allude to those wherein so many poor fellows are disabled for life by loss of eyesight, and otherwise mutilated. It is usual in every mine to have a certain amount deducted from the earnings of all, generally 1s. 6d. per month, towards the doctor and club fund; one-half of this sum goes for medical attendance (or in some mines one-third), the remainder is professedly set apart for *hurt* pay. All this seems very good, but having spent many years of my life underground, and knowing the privations of a miner's life, I have seen with heartfelt pity the eagerness which some of those poor sufferers who having been disabled will enquire how the mine is looking, and if told it is likely to cease working, it is the death knell to their hopes, for then the little club pay will be cut off. I venture to say that from the amount deducted as club pay throughout Cornwall and Devonshire not one-eighth is paid back for the miners' benefit. In some cases the balance goes into the pockets of the purser, in others it is merged in the company. I think the whole of the club money deducted should be paid into a consolidated fund, under the supervision of a proper officer appointed by Government, and an Act passed compelling all pursers of mines to pay into this fund the amount of money deducted every month. If this were done, a man disabled in any mine would have pay for life, whether the particular mine wherein he received his hurt worked for a long or a short period. I am of opinion that the amount now deducted would be amply sufficient to meet this, besides leaving a good balance to those poor fellows now lingering on with miners' consumption, which, alas! is so prevalent. It is, Sir, a fearful thing to be deprived of the free breath of heaven during the greater part of one's existence, and when unable to work, to find that the path to the grave is harrowed for want of the common necessities of life. I am informed that the good Mr. Robartes, M.P., is building a kind of hospital at Redruth, chiefly for consumptive miners. This is noble indeed: he is emphatically the working man's friend, and the name of Robartes is deep down in every Cornish miner's heart. But surely charity itself cannot expect that he will provide medical attendance, food, &c., for those who may be glad to avail themselves of this refuge. I think something might be spared from the club fund towards the support of this hospital; or if there could not, then let one and all have a penny or two more deducted.

Some time ago a stir was made about the rating of the lords' dues for the relief of the poor. Very good, this, if the right horse could be saddled; but my own impression is that the majority of mineral lords would wince under the rate, and the burden would be thrown on the shareholders whenever a new lease might be required, and thereby tending to check mining, and ultimately injure the working miner. Now, I do not care to see any more rating, but would rather see our own money properly applied; so that if a little relief is required we can go straight to the manager of the mine, and obtain a certificate stating that so and so has been absent from his work so long, and get a similar document from the surgeon, saying that the man is unable to work, and thereby obtain sick pay from the miners' fund. This would be much more pleasant to every independent-minded man than cringing before a board of guardians, soliciting relief as a pauper. Almost the whole of the benefit societies are a delusion and a snare; but if a metallic miners' fund were established, it would be a benefit indeed, and could not fail whilst a mine was worked in the West of England; but

the payments must be compulsory, the same as is now practised. Every mine should be registered, and a statement published annually, showing the average number employed, the amount contributed, the pay withdrawn, and the number of accidents, fatal or otherwise, &c. A copy of such sheet should be posted in every mine yearly, so that miners could see at a glance what mines were notorious for accidents and sicknesses, and avoid them accordingly. Besides, in my humble opinion, this plan would be of more real benefit to miners than a whole host of Government underground Inspectors, for where is the mine agent that would like to see the mines under his control standing at the head of the list as having the greatest number of accidents?—*Liskeard, Nov. 25.*

MINER.

DATA FOR A GEOLOGICAL CHRONOS.

SIR.—Is it possible that the hills and valleys should contain any data for a Geological Chronos, arising from the sediment carried down the valleys by the rivers? To ascertain the proportion of sediment at its embouchure and the real discharge would be an easy matter. The great difficulty would be to calculate how much the hills have lowered their summits, which should be an element in the calculation. The geological periods termed Eocene, Miocene, and Pliocene may define the order of superposition, but cannot fix any exact date, or in any way approximate to it, so as to settle the dispute about the demargic week, but the valleys may be compared with each other, and if they point to the same, or nearly the same period, they may serve as a step to something more exact.

From Ding Dong Mine to Chyandour, the whole length of the valley is about four miles, the width on a level with the hills (say) 3000 feet, and the depth about 240 ft., nearly triangular measurement is 7,603,200,000 ft.; this divided by 14 ft. to the ton would give 543,085,714 tons to fill the whole valley, which, divided by the days in 6000 years, would be 247 tons per day, an amount probably too great for the fluvial matter carried down by the valley in question.

Mr. Lyell makes an interesting calculation of the amount of sediment carried down by the Ganges, from which a faint idea may be formed of the transporting power of rivers. Having ascertained the number of cubic feet of water discharged by the Ganges per second, he calculates, by the safest data, the proportions of solid matter contained in it, and then states as the result, that if a fleet of more than eighty Indian men, each freighted with about 1400 tons weight of mud, were to sail down the river every hour of every day and night for four months continually, they would only transport from the higher country to the sea a mass of solid matter equal to that borne down by the Ganges in one flood season.

This would scoop out the valley below Ding Dong Mine in about 200 days, or a little more than six months.

JOHN TRURAN.

Ding Dong Mine.

MINING IN SPAIN.

SIR.—A question of considerable importance to those connected with mining has arisen lately, and I think it may not be uninteresting to offer to your readers some few explanations on the subject. The celebrated Tharsis Mines, in the province of Huelva, are worked by a French company, which has from time to time increased the number of sets in its possession. Mining titles are granted by the Government to work within certain limits. Each portion of land so occupied is called a *perpetuancia*, its extent being 300 metres by 200, containing in all 60,000 square metres. The Tharsis Company have now belonging to them some 60 *perpetuancias*, or more. They have made borings and discovered ores for nearly a mile in length. The mining laws of this country require that work is to be done on each *perpetuancia* equivalent to the labour of two men all the year round, without intermission, under pain of forfeiture. The principal works of the company have been confined to two *perpetuancias*, and they applied to the Government to commute the legal work into the requirement to drive an adit, which it was stated would drain nearly the whole of the sets belonging to them. The Government very liberally conceded a license to that effect, under the impression that such an adit would be of great benefit to this group of mines in general. The company were thus freed from the obligation of keeping over 100 men constantly employed in points which were unimportant to them during the time occupied in driving the adit. One condition, however, was imposed—that the labours should be continuous by day and by night. This condition was not fulfilled, and, being known to the people in the immediate neighbourhood, naturally suggested to some gentlemen there the idea of applying to the proper authority for a concession of the sets, about 40, I think, considered to be forfeited by non-compliance with the conditions on which they were granted. This application was at once opposed by the Tharsis Company, but the local authority decided against them. It was then taken before the Governor of the province, who decided in favour of the company. He admitted that legally they had forfeited their rights by not having completed the work required, a fact considered proved, but based his decision on the moral of the case—the circumstance of a foreign company having brought immense capital into the country, and developed an extensive field of mining operations, and having paid large sums to the Government in taxes. This decision has been protested against, and the case is now before the Supreme Tribunal. It is quite clear that the Governor of Huelva has given a proof of consideration for foreign enterprise, but, unfortunately, he has overridden the statute law, seeming to create one code for rich explorers and another for the poor ones, who contribute less in taxes. How many complications may arise from the setting aside of an established law. Even as relates to the amount paid into the Treasury by the company the view seems incorrect, for had the monopoly not existed, and these mines been distributed among a larger number of companies, the Government might have received treble the sum; hence the Governor's moral point of view seems rather weak. For the security of mining enterprise in this country, it seems desirable that the law should be strictly carried out, as a matter of justice to miners generally. In England we know that any person failing to fulfil the conditions of his lease of a mine would forfeit it, and the law of this country is similar.—*Seville, Nov. 20.*

LOVER OF FAIR PLAY.

TIN MINING IN SPAIN.

SIR.—Can any of your tin mining friends working in the neighbourhood of St. Austell, Roche, or St. Dennis give any information as to the best way of extracting tin ore from kaolin? The method of stamping the clay, instead of washing, adopted in the Bear Mines, seems a little curious, and it would be interesting to know if a better could not be adopted, and whether stamping the mineral when extracted is even necessary.—*Seville, Nov. 14.*

ECONOMICUS.

BRITISH AND FOREIGN MINE ADVENTURES.

SIR.—I willingly accept the very able interpretation of my views by "An Englishman in Bonn"—that there is an absence of demonstration, commercial and financial; that the investment of English capital in German mines is, has been, or is likely to be, profitable to English capitalists. After carefully reading, indeed, the entire communication of an "Englishman in Bonn," I find, upon the whole, that there is very little to which I can object. The unsatisfactory political condition of Prussia is very wisely passed over, the writer, probably, knowing that capitalists with ordinary commercial sagacity would no more think of providing capital for working mines in a country on these, apparently, of revolution than they would of embarking in the "South Carolina and Virginia Railway Company," supposing such an enterprise to be launched at the present time. "An Englishman in Bonn" is correct in stating that Prussian burgomasters have no authority over mines, but the mining officials, both of Prussia and the other German states, are considerably more troublesome than a burgomaster could be.

Your correspondent, "An Englishman in Bonn," says that the companies to the failure of which I referred were not worked solely with English capital and under English management, and that, consequently, the losses do not affect the argument. The fallacy of such assertions will be evident. He commences by alluding to the old Cologne Mining Company's mines, now being worked by the Rhenish Consols Company, and infers that the cause of failure was that the management was Dutch and German instead of English, an inference that adds to my evidence against German mines. "An Englishman in Bonn" tacitly admits the accuracy of my statement that no German mine has ever returned profits, with English management, to the English capitalists who provided the money, and adds that with German and Dutch management the result has been equally unsatisfactory. He has probably, after great research, found the four so-called Belgian and French companies to which he alludes; but I venture to say that if he will investigate their history and present position, he will find that they differ widely from any German undertaking that has been brought before the British capitalist, and that, with the single exception of the Vieille Montagne Zinc, the companies named are almost entirely German. If a German mine can by any means be profitably worked, it is kept exclusively in German hands; and before English capitalists should place confidence in any promises of success from German mine adventure, they should require evidence of, at least, one English joint-stock company (no matter by whom managed) having yielded profits from the working of German mines.

In the list of successful German companies given by "An Englishman in Bonn," the Stahlberg and Saturn are, undoubtedly, good iron mines, considering that they are German; but it would be interesting to have a statement, taking the dividends paid during the last seven years, of the amount per cent. per annum shown upon the market price of the shares. The Neu-Schottland Company, which is "within easy distance" of the Stahlberg, has given the enormous profit of 2 per cent. per annum upon the paid-up capital, and many who were not original shareholders, do not receive 1 per cent. upon their investment. Several of the companies mentioned by "An Englishman in Bonn," it should be stated, although, in a legal sense companies, are, in fact, rather private partnerships, being no more companies than the great smelting and iron and coal-working firms in England. They are large private partnerships, and as such have yielded some profits, but it is very questionable whether they would have done so had they been worked by

companies. It is often remarked that the best way to obtain a victory over a man is to appeal to his *amour propre*, but I am so far from appealing to it as to be led to conclude the fact of one successful Anglo-German company existing so compendiously for every Anglo-German company having failed as to afford conclusive evidence that Germany is a desirable field for English capital.

As to the reference to fourteen companies being announced as winding-up in one week, "An Englishman in Bonn" should recollect that, in the same Journal, 500 English companies are referred to as being in existence, and that, consequently, the winding-up is 1 per cent. of the whole—it would really be about 10 per cent. per annum. Now, in the case of the Anglo-German companies every company projected has been wound-up or become defunct by other means, so that the winding-up of such companies is cent. per cent. per annum; and shareholders in these defunct Anglo-German companies have never received a penny return, even from the realisation of the assets. This is a statement that cannot be disproved. As to the "Grosse Hoffnung" and the "Neugeboren Kindlein," no doubt Mr. Heidtmann will give the requisite information.

Truro, Nov. 24.

J. TREVELTHICK.

BRITISH AND FOREIGN MINE ADVENTURES.

SIR.—Your correspondent, "An Englishman in Bonn," seems to me to give very little proof of the profitable nature of German mines, nor does he give what Mr. Trevelthick asked for—the name of an English company for working any German mine wherein the shareholders have received any return of money subscribed. In my opinion there is this disadvantage with all foreign mines, that you cannot ascertain their prospects until you have to prevent loss.

Not long since a company was formed for working a mine, described by no less an authority than Mr. W. P. Jervis to be precisely similar to the celebrated Mansfeld and Stolberg Mines. Upon this authority, and as it was inferred that the mines were in proximity, I placed confidence in the enterprise. I now find, not only that our mines are separated from both Mansfeld and Stolberg by high ranges of mountains, but also that the similarity of the strata is questionable, and that the relative position of the three mines are much the same as London, Liverpool, and Plymouth.

A SHAREHOLDER IN KYTHAUSSEN.

PEAT AS A SMELTING AND FURNACE FUEL.

SIR.—As some attention is again directed to peat as a smelting and furnace fuel, I think it would be of great interest to your readers if some correspondent, better acquainted with the subject than I am, would furnish such particulars as would enable capitalists to judge of the benefit to be derived from embarking in any enterprise that might be brought forward for the manufacture of iron, and prove to consumers the advantages of peat iron as compared with coke. I have seen it observed that, for the manufacture of iron, peat and iron are the most desirable fuel that can be used, and should be glad to learn whether peat is *invariably* free from sulphur, phosphorus, and other deleterious ingredients usually met with in coke-iron, and, if not, what districts contain the pure peat. Peat as a steam-generating fuel is also recommended, the absence of sulphurous vapours being put prominently forward. Now, I have ever entertained the opinion that many peats contain as much sulphur as coal, and that it is only in very exceptional cases that peat charcoal can be made at all applicable to the manufacture of iron. I do not know whether any of the improved processes have enabled manufacturers to remove the objections to using peat; but, judging from the movement now being made for introducing peat-made iron, I presume that they have. In such a case, I should be glad to learn the name of the inventor, and the amount of success he has met with. Alluding to the application of peat, a writer, who has apparently had some considerable experience in connection with it, expresses his surprise that peat and peat charcoal are not more largely used. Charcoal pig-iron is but sparingly made in this country. English charcoal bar-iron is produced from pig-iron that has been manufactured by coke. At Sheffield bar-iron is converted into steel by charcoal; and at the tin-plate works in England and Wales charcoal again enters into extensive use. Now, what is the reason that the place of wood charcoal, and coal and coke, in the above and other processes. First.—Peat is plentiful, the deposits in Great Britain and Ireland occupying an area of six million acres. Say there is an average thickness of 12 feet, that would be 3500 tons to the acre, or an aggregate amount of twenty-one thousand million tons—i.e., twenty-one million tons per annum for a thousand years. Second.—It is equal to wood charcoal for some purposes, and far superior to it for others. Peat is valuable as a fuel for generating steam, and in all processes for the manufacture of iron, manuring the land, deodorising, &c. Third.—But it requires to be properly prepared. Peat in its natural condition contains from 50 to 75 per cent. of water. It is stated that, according to the best process, the peat is thoroughly cut up and strained, made into moulded hard blocks, dried, and is fit for use: 4 to 5 tons of peat from the bogs are thus condensed into 1 ton, at a total cost of 3s. 6d. It burns freely, is smokeless, with but little ash, is waterproof, and incapable of self-ignition: 2½ to 3 tons of this prepared peat will make 1 ton of charcoal, at a cost of 14s.; but in the conversion enough hydro-carbon, or peat-grease, is produced nearly to cover the whole outlay. Can any of your correspondents inform me the precise number of tons of this compressed peat which has been manufactured at 3s. 6d., the precise bog which yielded the raw peat being such a result, and the purpose to which the manufactured article has been applied?

As to understand that iron of good quality manufactured with peat has been produced by Mr. C. B. King, of George-street, Westminster, perhaps he could inform us whence the peat was obtained, and whether there are reasonable grounds for anticipating that peat-iron can be made an ordinary marketable commodity.

G. H. C.

Nov. 24.

IRON SHIP-BUILDING AND IRON.

SIR.—The *Mining Journal*, from 1856, has recorded some important data on this all-important question; and the justice of its advocacy for sound mechanical principles of construction and quality of metal is now, by the effluxion of time, palpably apparent; hence the climax of metal ship construction being based upon minimum weight and resistance—and maximum strength and buoyancy also—ductility and tenacity of material are a *sine qua non*, though there are many persons following the vocation of shipbuilding as naval architects who recommend plating ships with 12-in. armour, and others who have expended large sums of money in plate to 16-in. plates. The *Prince Consort's* frigate—with about 1100 tons of armour-plates on her top—has practically demonstrated, as contrasted with the *Warrior*, that wooden ships are only shams in a sea-way—hence hydrodynamics make their moving joints and disunited seams—prove that wooden ships are dynamically weak, from non-union of the vegetable material that ends in decay; though those Admiralty *Favorites*, *Enterprises*, *Researches*, in wood, copper, and iron, have been condemned years ago in the columns of the *Journal*.

The great point to be considered is how light the material can be used upon life-preserving principles; hence it is a question of quality of metal, and putting the same into mechanical position; therefore, it resolves itself into a question of producing in 1 inch thick of metal those qualifications equal to 3 inches, and 2 inches equal to 6 inches, the price being a secondary consideration. For instance, taking Yorkshire iron at 20l., and Staffordshire at 10l., a question is opened whether, by the introduction of condensed peat or desulphurized coke, a change may not be brought about for the better in iron-making, that will place Shropshire and Staffordshire iron—of the qualities of Earls Granville and Dudley's—on a par with the Yorkshire iron. This, to me, looks quite practicable, and is the first step in the right direction to produce armour-plates of minimum thickness. Any wooden engineer, shipbuilder, naval architect, or coal ironmaker, can produce a plate of metal from 5 in. to 16 in. thick, and its utility will only end in consigning such producers to a premature pecuniary death—i.e., so far as shipbuilding is concerned. Hence, if science cannot produce ships to be light, staunch, and strong, in a sea way—fire and shot proof at sea distance—brute force and mal-mechanical weight will only render iron structures killed with material useless.

As to the tests at Shoeburyness of thick plates on stationary foundations, such trials are obsolete, so far as shipbuilding is concerned, from the fact that a moving body strained with a curvilinear surface, and a fixed body with a flat surface, are *no criteria*, other than showing fractures and confirming what stands recorded at the Admiralty since 1853. The design of the *Warrior's* construction is recorded since 1855 in my correspondence, moved for by Mr. Maguire in March, 1863, and printed by order of the House of Commons. Referring to the *Mining Journal* in particular of September 3, 1859, "On Iron and Wood Shipbuilding," on the trial of Her Majesty's wooden steamer *Orlando*, where it states that frigate "shook and twisted considerably." Also, "Mr. Clare demonstrates clearly that for a vessel to be preserved to the weight of the elements, and driven with a curvilinear surface, and a fixed body with a flat surface, are *no criteria*, other than showing fractures and confirming what stands recorded at the Admiralty since 1853. The design of the *Warrior's* construction is recorded since 1855 in my correspondence, moved for by Mr. Maguire in March, 1863, and printed by order of the House of Commons. Referring to the *Mining Journal* in particular of September 3, 1859, "On Iron and Wood Shipbuilding," on the trial of Her Majesty's wooden steamer *Orlando*, where it states that frigate "shook and twisted considerably." Also, "Mr. Clare demonstrates clearly that for a vessel to be preserved to the weight of the elements, and driven with a curvilinear surface, and a fixed body with a flat surface, are *no criteria*, other than showing fractures and confirming what stands recorded at the Admiralty since 1853. The design of the *Warrior's* construction is recorded since 1855 in my correspondence, moved for by Mr. Maguire in March, 1863, and printed by order of the House of Commons. Referring to the *Mining Journal* in particular of September 3, 1859, "On Iron and Wood Shipbuilding," on the trial of Her Majesty's wooden steamer *Orlando*, where it states that frigate "shook and twisted considerably." Also, "Mr. Clare demonstrates clearly that for a vessel to be preserved to the weight of the elements, and driven with a curvilinear surface, and a fixed body with a flat surface, are *no criteria*, other than showing fractures and confirming what stands recorded at the Admiralty since 1853. The design of the *Warrior's* construction is recorded since 1855 in my correspondence, moved for by Mr. Maguire in March, 1863, and printed by order of the House of Commons. Referring to the *Mining Journal* in particular of September 3, 1859, "On Iron and Wood Shipbuilding," on the trial of Her Majesty's wooden steamer *Orlando*, where it states that frigate "shook and twisted considerably." Also, "Mr. Clare demonstrates clearly that for a vessel to be preserved to the weight of the elements, and driven with a curvilinear surface, and a fixed body with a flat surface, are *no criteria*, other than showing fractures and confirming what stands recorded at the Admiralty since 1853. The design of the *Warrior's* construction is recorded since 1855 in my correspondence, moved for by Mr. Maguire in March, 1863, and printed by order of the House of Commons. Referring to the *Mining Journal* in particular of September 3, 1859, "On Iron and Wood Shipbuilding," on the trial of Her Majesty's wooden steamer *Orlando*, where it states that frigate "shook and twisted considerably." Also, "Mr. Clare demonstrates clearly that for a vessel to be preserved to the weight of the elements, and driven with a curvilinear surface, and a fixed body with a flat surface, are *no criteria*, other than showing fractures and confirming what stands recorded at the Admiralty since 1853. The design of the *Warrior's* construction is recorded since 1855 in my correspondence, moved for by Mr. Maguire in March, 1863, and printed by order of the House of Commons. Referring to the *Mining Journal* in particular of September 3, 1859, "On Iron and Wood Shipbuilding," on the trial of Her Majesty's wooden steamer *Orlando*, where it states that frigate "shook and twisted considerably." Also, "Mr. Clare demonstrates clearly that for a vessel to be preserved to the weight of the elements, and driven with a curvilinear surface, and a fixed body with a flat surface, are *no criteria*, other than showing fractures and confirming what stands recorded at the Admiralty since 1853. The design of the *Warrior's* construction is recorded since 1855 in my correspondence, moved for by Mr. Maguire in March, 1863, and printed by order of the House of Commons. Referring to the *Mining Journal* in particular of September 3, 1859, "On Iron and Wood Shipbuilding," on the trial of Her Majesty's wooden steamer *Orlando*, where it states that frigate "shook and twisted considerably." Also, "Mr. Clare demonstrates clearly that for a vessel to be preserved to the weight of the elements, and driven with a curvilinear surface, and a fixed body with a flat surface, are *no criteria*, other than showing fractures and confirming what stands recorded at the Admiralty since 1853. The design of the *Warrior's* construction is recorded since 1855 in my correspondence, moved for by Mr. Maguire in March, 1863, and printed by order of the House of Commons. Referring to the *Mining Journal* in particular of September 3, 1859, "On Iron and Wood Shipbuilding," on the trial of Her Majesty's wooden steamer *Orlando*, where it states that frigate "shook and twisted considerably." Also, "Mr. Clare demonstrates clearly that for a vessel to be preserved to the weight of the elements, and driven with a curvilinear surface, and a fixed body with a flat surface, are *no criteria*, other than showing fractures and confirming what stands recorded at the Admiralty since 1853. The design of the *Warrior's* construction is recorded since 1855 in my correspondence, moved for by Mr. Maguire in March, 1863, and printed by order of the House of Commons. Referring to the *Mining Journal* in particular of September 3, 1859, "On Iron and Wood Shipbuilding," on the trial of Her Majesty's wooden steamer *Orlando*, where it states that frigate "shook and twisted considerably." Also, "Mr. Clare demonstrates clearly that for a vessel to be preserved to the weight of the elements, and driven with a curvilinear surface, and a fixed body with a flat surface, are *no criteria*, other than showing fractures and confirming what stands recorded at the Admiralty since 1853. The design of the *Warrior's* construction is recorded since 1855 in my correspondence, moved for by Mr. Maguire in March, 1863, and printed by order of the House of Commons. Referring to the *Mining Journal* in particular of September 3, 1859, "On Iron and Wood Shipbuilding," on the trial of Her Majesty's wooden steamer *Orlando*, where it states that frigate "shook and twisted considerably." Also, "Mr. Clare demonstrates clearly that for a vessel to be preserved to the weight of the elements, and driven with a curvilinear surface, and a fixed body with a flat surface, are *no criteria*, other than showing fractures and confirming what stands recorded at the Admiralty since 1853. The design of the *Warrior's* construction is recorded since 1855 in my correspondence, moved for by Mr. Maguire in March, 1863, and printed by order of the House of Commons. Referring to the *Mining Journal* in particular of September 3, 1859, "On Iron and Wood Shipbuilding," on the trial of Her Majesty's wooden steamer *Orlando*, where it states that frigate "shook and twisted considerably." Also, "Mr. Clare demonstrates clearly that for a vessel to be preserved to the weight of the elements, and driven with a curvilinear surface, and a fixed body with a flat surface, are *no criteria*, other than showing fractures and confirming what stands recorded at the Admiralty since 1853. The design of the *Warrior's* construction is recorded since 1855 in my correspondence, moved for by Mr. Maguire in March, 1863, and printed by order of the House of Commons. Referring to the *Mining Journal* in particular of September 3, 1859, "On Iron and Wood Shipbuilding," on the trial of Her Majesty's wooden steamer *Orlando*, where it states that frigate "shook and twisted considerably." Also, "Mr. Clare demonstrates clearly that for a vessel to be preserved to the weight of the elements, and driven with a curvilinear surface, and a fixed body with a flat surface, are *no criteria*, other than showing fractures and confirming what stands recorded at the Admiralty since 1853. The design of the *Warrior's* construction is recorded since 1855 in my correspondence, moved for by Mr. Maguire in March, 1863, and printed by order of the House of Commons. Referring to the *Mining Journal* in particular of September 3, 1859, "On Iron and Wood Shipbuilding," on the trial of Her Majesty's wooden steamer *Orlando*, where it states that frigate "shook and twisted considerably." Also, "Mr. Clare demonstrates clearly that for a vessel to be preserved to the weight of the elements, and driven with a curvilinear surface, and a fixed body with a flat surface, are *no criteria*, other than showing fractures and confirming what stands recorded at the Admiralty since 1853. The design of the *Warrior's* construction is recorded since 1855 in my correspondence, moved for by Mr. Maguire in March, 1863, and printed by order of the House of Commons. Referring to the *Mining Journal* in particular of September 3, 1859, "On Iron and Wood Shipbuilding," on the trial of Her Majesty's wooden steamer *Orlando*, where it states that frigate "shook and twisted considerably." Also, "Mr. Clare demonstrates clearly that for a vessel to be preserved to the weight of the elements, and driven with a curvilinear surface, and a fixed body with a flat surface, are *no criteria*, other than showing fractures and confirming what stands recorded at the Admiralty since 1853. The design of the *Warrior's* construction is recorded since 1855 in my correspondence, moved for by Mr. Maguire in March, 1863, and printed by order of the House of Commons. Referring to the *Mining Journal* in particular of September 3, 1859, "On Iron and Wood Shipbuilding," on the trial of Her Majesty's wooden steamer *Orlando*, where it states that frigate "shook and twisted considerably." Also, "Mr. Clare demonstrates clearly that for a vessel to be preserved to the weight of the elements, and driven with a curvilinear surface, and a fixed body with a flat surface, are *no criteria*, other than showing fractures and confirming what stands recorded at the Admiralty since 1853. The design of the *Warrior's* construction is recorded since 1855 in my correspondence, moved for by Mr. Maguire in March, 1863, and printed by order of the House of Commons. Referring to the *Mining Journal* in particular of September 3, 1859, "On Iron and Wood Shipbuilding," on the trial of Her Majesty's wooden steamer *Orlando*, where it states that frigate "shook and twisted considerably." Also, "Mr. Clare demonstrates clearly that for a vessel to be preserved to the weight of the elements, and driven with a curvilinear surface, and a fixed body with a flat surface, are *no criteria*, other than showing fractures and confirming what stands recorded at the Admiralty since 1853. The design of the *Warrior's* construction is recorded since 1855 in my correspondence, moved for by Mr. Maguire in March, 1863, and printed by order of the House of Commons. Referring to the *Mining Journal* in particular of September 3, 1859, "On Iron and Wood Shipbuilding," on the trial of Her Majesty's wooden steamer *Orlando*, where it states that frigate "shook and twisted considerably." Also, "Mr. Clare demonstrates clearly that for a vessel to be preserved to the weight of the elements, and driven with a curvilinear surface, and a fixed body with a flat surface, are *no criteria*, other than showing fractures and confirming what stands recorded at the Admiralty since 1853. The design of the *Warrior's* construction is recorded since 1855 in my correspondence, moved for by Mr. Maguire in March, 1863, and printed by order of the House of Commons. Referring to the *Mining Journal* in particular of September 3, 1859, "On Iron and Wood Shipbuilding," on the trial of Her Majesty's wooden steamer *Orlando*, where it states that frigate "shook and twisted considerably." Also, "Mr. Clare demonstrates clearly that for a vessel to be preserved to the weight of the elements, and driven with a curvilinear surface, and a fixed body with a flat surface, are *no criteria*, other than showing fractures and confirming what stands recorded at the Admiralty since 1853. The design of the *Warrior's* construction is recorded since 1855 in my correspondence, moved for by Mr. Maguire in March, 1863, and printed by order of the House of Commons. Referring to the *Mining Journal* in particular of September 3, 1859, "On Iron and Wood Shipbuilding," on the trial of Her Majesty's wooden steamer *Orlando*, where it states that frigate "shook and twisted considerably." Also, "Mr. Clare demonstrates clearly that for a vessel to be preserved to the weight of the elements, and driven with a curvilinear surface, and a fixed body with a flat surface, are *no criteria*, other than showing fractures and confirming what stands recorded at the Admiralty since 1853. The design of the *Warrior's* construction is recorded since 1855 in my correspondence, moved for by Mr. Maguire in March, 1863, and printed by order of the House of Commons. Referring to the *Mining Journal* in particular of September 3, 1859, "On Iron and Wood Shipbuilding," on the trial of Her Majesty's wooden steamer *Orlando*, where it states that frigate "shook and twisted considerably." Also, "Mr. Clare demonstrates clearly that for a vessel to be preserved to the weight of the elements, and driven with a curvilinear surface, and a fixed body with a flat surface, are *no criteria*, other than showing fractures and confirming what stands recorded at the Admiralty since 1853. The design of the *Warrior's* construction is recorded since 1855 in my correspondence, moved for by Mr. Maguire in March, 1863, and printed by order of the House of Commons. Referring to the *Mining Journal* in particular of September 3, 1859, "On Iron and Wood Shipbuilding," on the trial of Her Majesty's wooden steamer *Orlando*, where it states that frigate "shook and twisted considerably." Also, "Mr. Clare demonstrates clearly that for a vessel to be preserved to the weight of the elements, and driven with a curvilinear surface, and a fixed body with a flat surface, are *no criteria*, other than showing fractures and confirming what stands recorded at the Admiralty since 1853. The design of the *Warrior's* construction is recorded since 1855 in my correspondence, moved for by Mr. Maguire in March, 1863, and printed by order of the House of Commons. Referring to the *Mining Journal* in particular of September 3, 1859, "On Iron and

questions, it would appear that he does not yet know what his saw is to be made of, what kind of teeth it will have, and if he means it to be upon the sand and water principle, when the granite would act as its teeth. If Mr. Pascoe does not mean to keep this as a secret, I shall be glad if he would explain its nature in a way that we can understand him.—*Acquaintance, Nov. 23.*

MINE MANAGEMENT—SUPPLY OF MATERIALS.

SIR,—I have read the many articles that have appeared in the Journal on the above subject, and have arrived at the conclusion that the squabble, if it may be so defined, is between the merchants themselves, and not so much with the shareholders, unless by those interested in some indirect form. My experience has brought me to believe that one mine pays about the same profit to the merchant for timber, whether bought by one measurement or another; but, of course, the addition of carriage gives a margin for great difference in price delivered on the mine. I think it would be best for all parties if purchases were made by one uniform measure. A merchant, to be successful in the long run, must be honest. The unsuccessful merchants, who become so from a variety of causes, such as lack of capital, bad articles, and small stocks, get dissatisfied and suspicious that more successful merchants bribe, they then stamp the whole body of agents as open to receive bribes. If I believed this I would say to the adventurers, prohibit your agents from receiving such. I know of a merchant offering an agent lately 20s. for an order; the agent replied, he never had taken a bribe, hence he was in a position to buy in the cheapest market. The quotation of Mr. Thomas Gregory, of Drake Walls, last week, is not complete, as it does not say in which month those prices were charged, and hence is no guide for others to be governed by, as in candles and iron there has, of late, been many alterations in price, to say nothing of quality, besides the price of articles of greatest consumption are not quoted; but the little item of pick-locks, which, perhaps, does not cost the mine 5d. in the year, is, here and there, the quality is very varied, and of course also price. He infers that other agents who buy openly, pocket 7 to 10 per cent. (he would, I think, have a job to prove it); but I have a notion that the agents of Drake Walls do not always buy by public, but sometimes by "open," and at others by private tender. I have never been able to do much with them either way. I have done a trade through the county for a great many years, and a large trade in one locality (or district) during that period, yet I have not given during the whole term, to all the pursers, agents, or captains, altogether to the value of 10l.; and I have concluded, as I have to compete with other merchants, and competition is very severe, that they act in the same way to the agents, else I should not have the large proportion of supply in the locality I now get. Though a merchant (and it may be said interested), I would advise shareholders and others inclined to speculate in Cornish mines, not to be led away, and receive as truth what has been written in the Journal—that agents, as a body, are open to be, and that successful merchants are the parties to bribe. From a long experience I can testify to the contrary. I do not give my name, lest it may be said I had a motive in writing, to stand well with the agents. I avoid this by subscribing myself a—*Cornwall, Nov. 25.*

MINE MANAGEMENT—SUPPLY OF MATERIALS.

SIR,—I beg to hand you a price-list of materials supplied to Hingston Down Consols, for the quarter ending September. T. B. Laws, Sec. 50, Threadneedle-street, Nov. 20.

Coals, per contract for twelve months.....	per ton	£0 13 6
Timber (Norway)	per load	2 0 0
Powder	per cwt.	2 6 0
Larch poles, and carriage	per cwt.	0 1 0
Safety-lane	per coil	0 6 0
Leather	per lb.	0 2 0
Grease	per cwt.	1 4 0
Candles	per doz.	0 5 3
Nails	per cwt.	0 18 0
Riddles	each	0 3 0
Sieves	each	4s. 6d. and 0 5 0
Shovels	per cwt.	2 0 0
Iron	per cwt.	0 8 0

All castings as per Hayle price-list.

MINE MANAGEMENT—SUPPLY OF MATERIALS.

SIR,—The question of the supply of materials by Public Tender, and the abuses arising out of the present system, has now reached a decided point; in short, mine agents as a body are openly accused (as it has been before covertly hinted) of deriving personal pecuniary advantage, by taking as a matter of course, a heavy percentage on the value of goods ordered, as a bribe. Now, Sir, this is either true or untrue. If true, there can be no question as to the gross dishonesty of the practice, and that it is a system of pure robbery of the adventurers, arising out of the present system, backed, as we are disposed to believe, by the niggardly insufficiency of the salaries generally paid. If untrue, then it is not high time for the agents to step forward, and refute so foul a scandal on their collective and individual reputation? The stability of the whole fabric of mining enterprise seems to depend greatly upon the truth or untruth of the accusation.

Nov. 25.

TENDER SUBJECT.

MINE MANAGEMENT—MINE SUPPLIES.

SIR,—On referring to our mine-books, I find that the price of Norway timber, in the port of Truro, from March 31 to Oct. 31 in this year, was 29s. 2d. per load, or 7d. per foot; and on the first of this month the price was advanced from 7d. to 8d. per foot, old Custom House measure. At Plymouth on the first of this month the price of Norway timber was advanced from 42s. 6d. per load to 44s. per load, new Custom House measure. These figures, I hope, will enable "A Discontented Shareholder" to improve a little in his ciphering. It is evidently inconvenient for "A Discontented Shareholder" to descend to particulars respecting steel, and the prices "ranging from 37l. to 48l. per ton"; we had, therefore, better drop the subject.

Hill-side, Carn Brea, Nov. 23.

CORNISH MINES, AND SUPPLIES.

SIR,—Since the auditor of Wheal Sperris is so obligingly condescending as to own one or two trifling mistakes which "do not merit notice," let us say no more of a business that might just as well have been never mentioned. It is useless to reason with "Vindex" on a subject that is altogether beyond his capacity; enough, therefore, to repeat, and I speak it advisedly, that the materials used in the construction of the viaducts at Redruth and Penzance were not supplied "by public tender," as Messrs. Ritson and Sharpe, to their credit, can affirm, if so inclined. SENRUS MUNDUS ACCOUNT.

Redruth, Nov. 23.

THE "CAUTIOUS MAN'S" REPLY TO THE "RASH MAN."

SIR,—My three letters "Concerning Common Sense" have, apparently, thrown the enemy into confusion; my bomb shells have played sad havoc with them, whilst the public, to their astonishment, have very prudently retired to a respectable distance. They are now trying the effect of their pop-guns, but their lilliputian engines of war will prove to be just as contemptible as themselves. This "Rash Man" who attacked me in last week's Journal is well known, and a more appropriate name he could not have well selected—it must have instinctively occurred to him, that when he put forth his "rash man" joined him in the manufacture of his bomb, who are also well known. What an exposed could I not give of this trio were it so disposed! What a tale could I not unfold! Such beings to attack "A Cautious Man"—a man who has put up with every imaginable insult whilst endeavouring to prevent the public from being victimised! I tell them that all their exertions to stop my exposure of unjust dealings will be in vain, as, with your permission, Sir, I shall continue to hoist the signal of danger to the public whenever I may see fit it is necessary to do so. I have more moral courage than these men give me credit for, and I know who did it. In my former letters I have repeatedly stated "that there is no certainty in mining; that the money to be made is a mere commodity, whilst physical courage is plentiful enough. It is true I have the private encouragement of the oldest and most respectable brokers in the mining market; but what both the public and myself want is their public encouragement in the columns of the Journal. It is well known that, excepting in self-defence, I am never personal in my remarks, and I, therefore, would thank any writer when he levels his pop-gun at me to shoot truth from it, and not lies. Bullying is mere smoke, which may blind the eyes of a few readers for a short time, but it will quickly be dissipated, and the clear light of day will again be visible.

When or where did I write in favour of Wheal Harriet, "when the shares were selling at 6l. or 6l. each?" When or where did I advise parties "to sell Wheal Grylls for the purpose of laying out the money in West Wheal Trevelyan?" When or where did I say "that Great Retallack shares must advance to a considerable premium, because silver was discovered?" My first letter about Wheal Harriet appeared in the Journal when shares were selling at 3½, and not 6l. or 6l. It was not I who recommended them at these high prices, but I know who did it. In my former letters I have repeatedly stated "that there is no certainty in mining; that the money to be made is a mere commodity, whilst physical courage is plentiful enough. It is true I have the private encouragement of the oldest and most respectable brokers in the mining market; but what both the public and myself want is their public encouragement in the columns of the Journal. It is well known that, excepting in self-defence, I am never personal in my remarks, and I, therefore, would thank any writer when he levels his pop-gun at me to shoot truth from it, and not lies. Bullying is mere smoke, which may blind the eyes of a few readers for a short time, but it will quickly be dissipated, and the clear light of day will again be visible.

As "A Rash Man" has mentioned North Downs, I will call the reader's attention to a strange freak that Nature played off in that mine, just at the time I wrote about it, and one which no one could possibly foresee. It was this:—A winze was sinking from the 60 to the 60 fathom levels; this winze continued very rich nearly the whole depth from the 60 to the 60, when all at once the ore disappeared, much to the astonishment of the agents and the men working in the mine. I certainly did write that if the 60 proved as rich as the 50 did (and which this rich winze led everyone to expect would be the case), the mine would soon again enter the Dividend List; but, unfortunately, just as this level was driven up under the rich winze, away went the ore, and, as a natural consequence, down went the price of the shares. This circumstance alone should show speculators the uncertainty of mining. Why, if there was any certainty at all about it, would good dividend mines be selling at from seven to nine years' purchase? It is ridiculous to suppose such a thing; for if mining were a certainty, and there was no chance of the lodes ever being worked out, dividend mines would sell as high as 30 years' purchase, as fields do. If people will read my letters carefully, no one can say I have ever deceived them, for I have often told them "that mining is a lottery where there are considerably more blanks than prizes;" and I have also, over and over again, advised parties "who cannot afford to tie their money to have nothing when to do with mining speculations." In one of my letters I have certainly pointed out a method by which nearly all the uncertainty attendant on mining may be done away with, but there are so few who will follow my system that I might as well have said nothing about it. I refer my readers to the *Mining Journal* of January 31 last.

A few words more about North Downs. Let any speculator notice the large returns of ore the agents are sending regularly to market, and then let them ask themselves if speculators exercise common sense in neglecting such a mine as this is at the present low price, to fool away their money in such mushrooms as have been lately brought before the public—things called mines, from the fact of having some abandoned old shafts and levels. Why, considering the district that North Downs is in, a discovery may any day be made there, which may send the shares up to a high price; and as several important points are expected to come off shortly, surely the shares ought not to be neglected much longer. As to Wheal Harriet, it is really nonsensical to compare either it or North Downs with the rubbish that is just now in fashion. The public will discover, when too late, who is the "rash man." Why, one of the most experienced agents in Cornwall cautioned me a short time since against a certain district, just such as the fashionable one, and concluded by saying "There will be more money lost in this district during the

next seven years than in any other district in Cornwall." I believe him, and if my readers will act wisely they will also believe him, and act accordingly.

As to Wheal Grylls, which "A Rash Man" mentions, it is well known that I am continually getting mines inspected, and this mine was amongst the number. I sent the report to my friend; he sold every share he had, and if I had had 500, I would have followed his example. I will however say this, that if Wheal Grylls can continue to pay 11. per share for its dividends, the mine is worth its present price. It may have improved since I had it inspected; I believe it has, and for the sake of the shareholders, I hope it has.

It is not my desire to see anyone lose his money; on the contrary, I should like to see half-a-dozen mines, Wheal Grylls amongst the number, turn out second Devon Great Consols. Something of this sort is just now much wanted, and the sooner it takes place the better. As to Great Retallack, will this "Rash Man" have the impudence to say that there was no silver discovered there? What are the facts? I was at that time one of the committee of management; some staff, reported to contain silver, was sent to the London office, and I lost time in getting assayed, and gave the public, through the medium of the *Mining Journal* the particulars of the assay. I advised no one either to buy or sell, but stated particularly "that if there was a large quantity of this stuff an important discovery had been made." No one knew what quantity of it was in the mine at that time, and I merely gave to the public the proportion of silver the staff sent to the office contained. Unfortunately, it was confined just to one place, and then disappeared. Could anyone suppose that such rich stuff would vanish just as quickly as it was found? Another proof of the uncertainty of mining. Many parties bought shares, thinking it was well worth the risk. I also thought so, and bought at the high price. Well, the silver went off, and the price went down. If people who speculate in mines will not run these risks they must not expect to make great hits.

As to West Wheal Trevelyan, or any other share, selling at a few shillings each, can anyone suppose that the chances are so great as in legitimate mines selling for about as many pounds? (I leave the high-price mushrooms entirely out of the question, as not worthy of consideration.) When I recommend such mines as Penden Consols, Wheal Trevelyan, South Crofty, and others of this class, the probabilities of success are so great that they nearly approach to certainty, but in such mines as West Wheal Trevelyan, where the shares are at only a few shillings each, everyone knows the risks are great. Why otherwise are they selling at such low prices? I never recommend such cheap shares without at the same time stating "that they may drop 50 per cent., or may rise 500 per cent." I will instance one mine, in which shares 12 months since were selling at 2s. or 3s. each (in fact, some hundreds were actually given away)—Wheal Hough; these very shares have lately been sold as high as 6l. each. When a hit is made in these low-price shares the profits are almost fabulous. Witness Devon Great Consols, which at one time were selling at less than 1l. each, East Caradon at 1s. 6d. each, and many others. The risks, however, are great in these low-price shares, and such mines I always describe as "highly speculative ones." Of this class of mines I still contend that West Wheal Trevelyan holds out as great, or even greater, chances than any other mine in the list. My reasons for forming this opinion are given in my former letters. I would also call attention to this week's report, where it will be seen "that rich stores of ore are coming in at the 65, both east and west." This is where it is most wanted, and where we have been expecting it.

When I mention such a mine as Penden Consols, it is a different thing altogether, as in that mine the metal is already discovered, and the adventurers are merely waiting for the erection of the necessary machinery to return them their profits, in the shape of dividends. I may as well inform the adventurers that the steam-stacks will go to work next Monday. Now, if this "Rash Man," or his confederates, have anything more to say to me, I ask them, as a particular favour, that their accusations shall be truths, and not falsehoods. Supposing I were to mention the numbers of the *Mining Journal* containing this "Rash Man's" predictions, would he feel proud of them? Beware, oh "Rash Man!" I conclude by again requesting my readers not to forget Ludcott, East Carn Brea, North Rosken, and Roskenworth, and from previous experience to leave caution for the future.

A CAUTIOUS MAN.

MINING IN IRELAND.

SIR,—In perusing your invaluable Journal I find a report from Roaring Water Mine, in which it is stated that the new shaft on Grady's lode is 11 fms. 3 ft. wide, likewise the shaft in the lower stop on Grady's lode is 6 fms. 4 ft. wide. I suppose the next report will give the corresponding lengths. I wish them success with their Munster monster shaft. The captain also says:—"We are busy collaring Gillman's shaft, hanging windlass, &c. By the 24th instant the shaft was 10 fms. down, and the first ad of the engine-shaft was broken by Mrs. Hill G. Long, of Springfield. That lady performed the duty in first-rate style, christening the shaft, amidst loud applause, 'Gillman's Engine-shaft,' and gave a liberal present to a fine set of able and well-conducted men employed at this mine. Mr. Hill G. Long, the proprietor of the property, and Capt. H. Thomas, the manager, made appropriate speeches on the occasion. How the first ad could be broken and the collaring Gillman's shaft and hanging the windlass be performed in one day I cannot imagine."

Durrow, Nov. 23.

A YOUNG MINER.

LOSTWITHIEL AS A MINING DISTRICT.

SIR,—A correspondent, who notices an article which appeared under this head in the Journal of Nov. 14, professes regret that the friends of this district should put forth exaggerated statements respecting the mineral properties comprised in it, and it will be observed that he is singularly opposed to South Jane. Now, it is quite certain that, so far as has been proved, South Jane is by far the best and most promising sett now idle in the neighbourhood, and this fact is abundantly testified to by numerous high authorities in mining. It is saying too much for your correspondent to affirm that a large extent of ground was opened while the mine was worked under the name of Wheal Sicily, as the deepest point reached was only 17 fms., and the levels were only 14 fms. deep. Your correspondent, however, wheels and wags the tail of the mine as inadequate. The inadequacy of the wheel for deeper operations, combined with financial difficulties and the abandoning of the purser, caused the mine to be stopped just at a time when it looked most promising, and, if it had had the engine-power of East Jane, it would have made the best mine of the two before now. It may be here stated that numerous applications for this sett have been, and are still being, made; and it would appear, by the tone of your correspondent's remarks, that he is one of the disappointed applicants, of whom there are many. This valuable property cannot be injured by such unbecoming reflections as those of your correspondent, and which are put forth for mine shares from them at the price advertised. I cannot help saying that if we draw the conclusion that they have no shares to dispose of, and that their advertisements, rightly interpreted, mean shares wanted at, and not shares to sell at, that price, we shall not be very far wrong. May I ask you if nothing can be done to check these disreputable practices?

2, Crown-court, Threadneedle-street, Nov. 20.

GEORGE SEARBY.

ADVERTISING MINING SHARES.

SIR,—Certain professed mining agents are in the habit of advertising from week to week the shares of bona fide and valuable concerns at prices so ridiculously small that they seem to indicate nothing whatever beyond the extreme anxiety of the holders to get rid of them, even on the easy terms of "giving" them away. As I have lately had occasion to apply to some of these gentry for the shares which they so industriously endeavour to depreciate, and with the result of being unable to obtain the shares from them at the price advertised, I cannot help saying that if we draw the conclusion that they have no shares to dispose of, and that their advertisements, rightly interpreted, mean shares wanted at, and not shares to sell at, that price, we shall not be very far wrong. May I ask you if nothing can be done to check these disreputable practices?

2, Crown-court, Threadneedle-street, Nov. 20.

GEORGE SEARBY.

SLATE QUARRYING IN DEVONSHIRE.

It was announced a few weeks since that a company was in course of formation for purchasing and developing the Rumble and Cann Slate and Slab Quarries, near Plymouth, and in last week's Journal the prospectus of the undertaking, which has been designated the Plym River Slab and Slate Company, was issued. The property to be worked is described as extending over about 200 acres of slate rock of immense thickness, and improving in quality as it increases in depth. Two acres and a half are already open, and 300 men can be at once employed. With respect to the past workings of the quarries, it appears that they have for many years past been rented and worked (without the aid of machinery of any kind) under an agreement by which only four men could be employed in raising slate at any one time. The nett profits under this working have been divided between the party renting, who received one-half, and the workmen employed, who shared the other half between them. That the workings have been remunerative is inferred from the fact that the workmen are at present in possession of considerable properties, although they had from 6s. to 7s. per ton to pay for cartage to Plymouth. The company are relieved from this heavy charge, the recently-constructed Plymouth and Tavistock Railway passing through the quarries, and the railway company undertaking to carry at the rate of 1s. per ton the produce direct into the Great Western Docks at Plymouth, where there are economic facilities for wharfage and storage, and from which shipments can be made at all seasons.

In addition to the slate rock there is a porphyritic band which crosses it, calculated to yield a considerable revenue to the company; it is further to be valuable for building purposes, paving, building, &c., and the waste has been extensively used for macadamising roads in the neighbouring towns, where it commands a ready sale. The supply is regarded as practically inexhaustible, whilst it can be raised and delivered in the Plymouth markets at a much smaller cost than has been possible in any of the existing slate quarries in the county. The leases, plant, buildings, &c., of the quarries, together with all existing interests therein, have been purchased for 15,000l. The lease of the Rumble Quarry is for 42 years, at 100l. per annum rent and 1-14th royalty, the company having the option to buy the royalty for 10,000l.; and the lease of the Cann Quarry is for 21 years, at 80l. per annum rent and 1-25th royalty. As the profits, it is stated that returns will be made immediately, and that having regard to the character of the undertaking, to the unwonted facilities for its rapid and economical development, and to the prodigious demand for slate, which is daily increasing, and which all the existing quarries are unable to meet, the directors have the fullest confidence in the justice of their belief that a very large percentage of profits must of necessity be realised.

The reports of the several agents who have inspected the quarries are all highly favourable. Mr. Evans Hopkins states that the Rumble Quarry only requires the removal of the rubbish which now covers the surface, and that the waste has been extensively used for macadamising roads in the neighbouring towns, where it commands a ready sale. The supply is regarded as practically inexhaustible, whilst it can be raised and delivered in the Plymouth markets at a much smaller cost than has been possible in any of the existing slate quarries in the county. The leases, plant, buildings, &c., of the quarries, together with all existing interests therein, have been purchased for 15,000l. The lease of the Rumble Quarry is for 42 years, at 100l. per annum rent and 1-14th royalty, the company having the option to buy the royalty for 10,000l.; and the lease of the Cann Quarry is for 21 years, at 80l. per annum rent and 1-25th royalty. As the profits, it is stated that returns will be made immediately, and that having regard to the character of the undertaking, to the unwonted facilities for its rapid and economical development, and to the prodigious demand for slate, which is daily increasing, and which all the existing quarries are unable to meet, the directors have the fullest confidence in the justice of their belief that a very large percentage of profits must of necessity be realised.

Meetings of Mining Companies.

FORTUNA MINING COMPANY.

An extraordinary general meeting of proprietors was held at the company's offices, Queen-street-place, on Nov. 20.

Mr. CHARLES MORRIS in the chair.

Mr. J. B. COLOGAN (secretary) read the notice convening the meeting. The CHAIRMAN said the notice had already informed the shareholders of the object of this meeting, which was—"to consider the propriety of increasing the capital of the company by issuing 5000 new shares, at 1l. per share premium, or otherwise." As to the propriety of increasing the capital there could not be a question, but the best and most satisfactory mode in which it could be accomplished was a matter to be decided upon by the proprietors.

Mr. W. COX, M.P., said it appeared to him to be absolutely necessary for the purposes of the company, and for the interest of the shareholders that something should be done to put the directors in a position to carry on the business in such a way as to enable the shareholders to realise the profit that was being made. He had found since the regulation had been signed that a great majority of the shareholders were opposed to the issuing of new shares. For his part, he still thought that new shares would be the better plan, but at the same time he would rather waive his opinion than sacrifice unanimity upon a question of so much importance to the general benefit of the undertaking; and, therefore, he was willing to adopt a suggestion which had been made by Mr. J. Taylor, that the money should be raised by the issue of debentures. As the directors, under the Deed, were obliged to create a reserve fund by setting apart 10 per cent. upon the amount of dividend paid, and as they had power to apply that in the redemption of debentures, the whole question would be merely one of interest paid upon the debentures until they were redeemed. Finding he (Mr. Cox) would not be likely to carry his proposition to issue new shares, he at once accepted the suggestion to raise the sum by the issue of debentures.

The CHAIRMAN said the directors proposed to call a special general meeting for the purpose of altering one of the clauses in the Deed, which precluded them borrowing more than 5000l.—it was the intention of the directors to ask for power to borrow not more than 15,000l. As it could be borrowed upon terms highly advantageous to the company, it would be much better than adding it with a permanent burden by the creation of new shares.

Mr. JOHN TAYLOR said when he suggested the issue of debentures instead of shares he was rather in the position of a man convinced against his will, but as there seemed to be a strong feeling against the issue of shares, and as he was a friend of theirs—told them the issue of debentures was really the cheaper mode of raising the money, he yielded his opinion. The directors were unanimously of the opinion that it would be wise to raise a certain amount of money as a floating capital by the issue of debentures when required, and, if required, to an amount not exceeding 15,000l. A less sum than that—probably 10,000l.—would suffice; but his recommendation was that the directors should have the power to issue a little more than the amount actually required, and for this reason—because the company possessed two good mines, that were extending in length and in depth, and because they would, no doubt, continue to show increasingly satisfactory results. All persons engaged in mining would find, if they possessed a mine capable of producing 250 tons of ore per month, and by discovering that quantity could be increased by 50 per cent., that a large floating capital was required to develop such a property either economically or satisfactorily. As far as this company was concerned, its capital account had long been closed, but he thought a property in such a position as theirs might fairly borrow money to extend the works, and place the company in a position of comfort by providing the necessary floating capital. The mines had been carefully viewed by the agents before the last report was sent home, and he thought he might safely say there were in the levels in sight something like 15,000 tons of lead ore, which was worth about 5l. 10s. per ton; at any rate, there was a large profit realisable out of the mine if it were stopped to-morrow.

Col. PEARSON enquired the estimated aggregate worth of that lead ore as it stood in the mine?—Mr. JOHN TAYLOR said it might safely be calculated that there were 15,000l. profit now.—The CHAIRMAN said it could be sold in the mine for 15,000l.—Mr. JOHN TAYLOR said the mine presented every inducement to extend it—the levels in three directions out of four were in good ground, as was also the bottom of the mine; but it took a long time to prepare and cut down a shaft. It was quite time another engine was talked about, although it could not be made use of for, perhaps, a couple of years—but such works as these could be carried out with an enormous economy if a position could be got at the proper time. There was also in the company's sett a vein lying to the south at a distance of about 70 fms., the whole of which had been paid for. He believed that would be found to be very rich, and he had no doubt it was already very considerably drained by the company's present workings: that might form a valuable addition to the present value of the property.

A PROPRIETOR enquired if 15,000l. would put the company in easy circumstances?—Mr. JOHN TAYLOR thought it would.—Col. PEARSON objected to the directors entering upon a new undertaking.—Mr. JOHN TAYLOR could not see how the hon. proprietor could call it entering upon a new undertaking, when the ground to which he had referred could be reached when the shaft was down by about 70 fms. of cross-cutting, and at an expense of not more than 1000l.

Mr. PALGRAVE asked if the directors intended to pay all the bills?—Mr. JOHN TAYLOR said they intended to pay off all the bills they could. The only standing loan they had was one for 6450l.—that would be immediately liquidated.

Mr. W. COX, M.P., said if they were going to raise 15,000l., and had only 6000l. to pay, there would be an amount to divide.—Mr. JOHN TAYLOR said the hon. proprietor must not be in too much of a hurry, for the accumulated profit formed part of the floating capital.—Mr. PALGRAVE would again ask Mr. Taylor if he thought 15,000l. would put the company in a thoroughly easy position?—Mr. JOHN TAYLOR said the company's cashier stated that 12,500l. would be sufficient, and, therefore, as prudent men, the directors had asked for power to borrow 15,000l. If the mine were his own he did not know that he should not take powers to borrow 25,000l., although 15,000l. would enable the directors to pay off all debts to liquidate the amount now standing to the credit of profit and loss, and pay the bills of the shareholders at no distant date. It would also enable him to add many things to the mine, which hitherto he had not felt himself in a position to do. For instance, there was a very large accumulation of "halvans," which he proposed to re-work by utilising the water which now ran away unused.

Mr. PALGRAVE said, as he was one of the largest shareholders, he wished to be satisfied that there was no probability of the directors making some time hence for another 15,000l.—Mr. JOHN TAYLOR did not think there was the least probability—the directors had not asked for this floating capital until the property was placed in a position to justify it. He might mention the facilities of transport would get more and more complete as the mine advanced. Until within a short time since the ore raised in January was carried in cash till the December following; but the facilities of transport were increased, which, of course, lessened the necessity for a larger amount of floating capital.

Mr. PALGRAVE wished to know the plan which the directors would adopt in issuing the debentures?—Mr. JOHN TAYLOR said it had been recommended to them to issue 50l. debentures, bearing interest at the rate of 7 per cent., and redeemable in five years; and in case the profits went on as satisfactorily as he hoped, the directors would ask for power to redeem them by instalments at six months' notice, and that they should be divided among the shareholders before going to the public—the directors believed there would be a position to go to the public at all. Supposing they were able to pay 2s. per share half-yearly, they would wish to set aside a sum to the reserve fund, and whatever amount was so set aside could be employed in the redemption of as many of the bonds as the money would cover.

Mr. PALGRAVE thought a better plan would be to distribute the debentures *pro rata*, as far as it could be carried out.—Mr. JOHN TAYLOR said that could be done if the debentures were 25l. each. The directors, of course, would wish other things to be in accordance with the general wishes of the shareholders. He might mention that the company had borrowed for two years from a company in their house the sum of 5000l., at 5 per cent. interest, and it might be possible that another 10,000l. could be borrowed at the same rate of interest.

Col. PEARSON enquired the amount of profit it was estimated would be earned during the current half-year?—Mr. JOHN TAYLOR replied it was expected the profit during the current half-year would amount to 5000l. The property ought now to produce 12,000l. per annum, but that altogether depended upon the price of lead.—Col. PEARSON suggested that the question as to the manner in which the additional capital should be raised should be left in the hands of the directors.

A SHAREHOLDER thought the hands of the directors would be considerably strengthened if the present meeting passed a resolution to the effect that it was expedient to raise the sum of 15,000l. in such a manner as they may deem best.—Mr. COX had a great objection to that, for he did not want them to be indebted to anybody but themselves. Surely, if they wanted 15,000l., the proprietors could lend it. He wanted the opinion of the meeting that debentures should be issued—that is, if they preferred that course to the issuing of new shares. He would, therefore, propose "That in the opinion of this meeting it is expedient to raise the sum of 15,000l. by the issue of debentures, to be offered in the first instance to the proprietors." A DIRECTOR said that proposition would at once pledge the directors to pay 7 per cent. instead of 5 per cent.—Mr. COX would prefer paying himself 7 per cent. than to pay to any other man 5 per cent.—The proposition was seconded by Mr. PALGRAVE.

The CHAIRMAN said that proposition did not bind the directors to anything. He thought there was something in the argument that it was better to owe money to themselves than to anybody else. If the debentures were worth having, it was quite clear the shareholders should have the advantage.

The resolution was put and carried unanimously. Thanks to the Chairman and directors was passed, when the proceedings terminated.

WHEAL EDWARD MINING COMPANY.

A general meeting of shareholders was held at the company's offices, Austinfriars, on Wednesday.—Mr. J. ROWLANDS in the chair.

Mr. E. KING (the secretary) read the notice convening the meeting, and the minutes of the last were read and confirmed. A statement of accounts for the four months, ending with costs for Sept., was submitted, from which the following is condensed:—

Balance last audit	£ 290 6 10
June mine cost, merchants' bills, &c.	486 8 10
July ditto	538 13 10
August ditto	538 13 10
September ditto	538 13 10
Call	£ 594 2 6
Copper ore sold	1672 0 6
Forfeited shares	60 2 6
£2326 5 6	

Leaving credit balance

£135 5 4

The report of the agent was read, as follows:—

Nov. 24.—Since last general meeting the shaft has been sunk 2 fms. 4 ft. 9 in., and made complete, with all necessary timber-work attached, to the 105 fms. level, which level is being driven west 4 fms. 4 ft. 8 in.; the lode in the course of this drive has been found of a very promising character, varying in size from 2 to 4 ft. wide, in places worth 1 ton of ore per fathom. The lode in the present and in 2½ ft. wide, produces a little 11 fms. 3 ft. 10 in., making a total distance west from the counter 19 fms. 0 ft. 9 in.; the lode in this drive has varied in size, and in many places of the same appearance as seen in the level above, to the east of the run of ore ground, yielding occasional stones of ore, but not sufficient to value. I am glad to find in the last few feet driving there is a further improvement; the lode in the present end is 3½ ft. wide, composed principally of spar, mundle, and capel, with a small leader of good quality ore on the north wall, which is the character of the lode we have been expecting to meet with for several fathoms past, and, judging from its present appearance, we may fairly calculate on the dip of ore being in this level further west than in the level above, which accounts for the improvement in this level not being met with so early as we had at first good reason to expect. A

winse in the bottom of the 81 (some 7 fathoms in advance of the 92) has been sunk 3 fathoms 2 feet, where the level is 30 ft. per fathom, and a portion of the level sloped away of the same value, but it is not likely we shall be able to continue the sinking of this winze further until the level below is advanced sufficient to drain the water therefrom. The 81 has been extended 3 fms. 2 ft. 3 in.—the level in the present end is 2 feet wide, of a kindly appearance, producing a little ore. The western winze, below the 71 west, has been communicated with the 81 below; this portion of the ore ground is properly cut out in sections, and two slopes are being worked east and west of winze, where the level will yield respectively from 2 to 4 tons of ore per fathom. The 61 west has been driven on the south part of the level 7 fms. 1 ft. 10 in.—the level has been generally large, varying in size from 3 to 5 ft. wide, with occasional stones of good quality ore. The remaining portion of ore ground at and above this level has been chiefly worked on tribute, on which there is nothing particularly new to remark at the present time.

—New South Lode: The 50 east has been driven 5 fms. 2 ft., including former driving, 14 fms. from cross-cut, which is within about 8 fms. from the eastern boundary. The lode in the present end is 5 ft. wide, worth 100 ft. per fm. Same level west is extended west from cross-cut 8½ fms., where a small cross-course was intersected, which divided the lode at this point—2 fms. 3 ft. 6 in., the north part being again intersected, and a level extended 2 fms. on its course, where the lode is 2 ft. wide, of a very promising appearance, producing good stones of ore. A rise in back of this level has been put up 4 fms. 0 ft. 6 in., making a total height of 7 fms. The lode has been found generally productive, varying in value, the first 6 fms. from 100 ft. to 300 ft. per fm., but the last few feet has not been so productive. The lode in the slopes in back of this level is worth from 80 to 120 ft. per fm. A winze has been sunk in the bottom of this level, where the lode is from 2 to 3 ft. wide, worth about 150 ft. per fm. The lode in No. 2 winze and slope, east of slide, is worth from 80 to 120 ft. per fm. The amount of ground laid open and exposed through the mine, on the level, is as follows:—Sinking shaft, winze, and rise, 14 fathoms 3 feet; driving of the different levels, 39 fms. 2 ft. 6 in.; ground sloped, 95 fms. 3 ft. 6 in.; total, 149 fms. 3 ft. For the present and further development of your property it would be desirable to continue the whole of the present amount of operations on the old south lode—to drive the 105 west, 92 west, 81 west, and 61 west, which are all points of good promise, and in all probability will much improve and greatly enhance the value of your property. Meantime sink winzes, &c., where required, for the twofold purpose of ventilation and taking away the ore ground with the greatest economy. Also continue the present operations on new south lode with as many hauls as the nature of the work will admit—to drive the 50 east and 50 west, slope and rise in the backs, sink winze, and slope in the bottom north, all other necessary work required, which will incur a monthly expenditure of about 4500, against which we may calculate our returns to be 150 tons of ore bi-monthly, until the ore ground is made available below the 81, on the old south lode, after which we hope to increase the returns, and bring the mine into a self-supporting condition.—George Rowe.

The CHAIRMAN moved the adoption of the report and accounts.—The SECRETARY, in answer to a question, stated that at the special meeting recently held there were 30 shares forfeited, and they were at present in the hands of the committee of management. As regards the financial position of the company, if they received the whole of the assets, there would be a debit balance of 1500.—Sir W. SMITH enquired what amount had been realised per ton for the last sale of ore, and also the amount realised for the ore sold in June and July?—The SECRETARY replied that the ore last sold realised something less than 40 ft. per ton—the ore sold in June and July realised a better price; not from its having been of a superior quality, but because there was a better standard at that time.—Sir W. SMITH enquired what amount it was thought the 150 tons, the computed bi-monthly returns for the next four months, would realise?—The SECRETARY thought they could not reckon upon more than 40 ft. per ton.—Mr. W. BETTELEY said they generally sampled 200 tons bi-monthly, and from the information he had he could see no reason to suppose that during the next four months the returns would be any diminution.—The SECRETARY said that Capt. Rowe always estimated less than he actually returned, and the costs never exceeded the amount computed.

Mr. T. ROSEWARNE pointed out upon the section the position of the several operations. He stated that the 92 had passed beyond the perpendicular of the ground which had gone down in the 81, and that it was quite evident that the shoot of ore was dipping very regularly west. In the winze sunk 3 fathoms below the 81, the lode was worth 300 ft. per fm., and was still in advance of the 91 end. The water was in this winze, and therefore the run of ore ground must remain idle until the 91 had cut the ore. He then called the attention of the shareholders to the extraordinary change of ground in the 105. He attached the greatest importance to this, because it was a change precisely similar to that which took place in sinking the shaft in the 61, where a course of ore was met with which caused the shares to advance to 100 ft. per share—than which, he must say, he had never seen a better course of ore. From the appearance of the lode, and the nature of the ground, he thought there was every reason to believe that in the 105, when the cross-course was reached, some very important discovery would be made. He reiterated the opinion he had on several previous occasions expressed—that when Edward would ultimately prove a great success.

The SECRETARY said that the opinion just expressed by Mr. Rosewarne as to the ore dipping west was that entertained by Capt. Rowe, who had no doubt that the moment the ore ground in the 105 was cut the upper level would be drained.

Mr. ROSEWARNE suggested that some arrangement should be made with the Wheel Arthur adventurers to drive up to their boundary, a distance of about 8 fms., when they, in Edward, could extend their level to the boundary, and so effect a communication, which would prove of the greatest service for the purposes of ventilation.

Mr. W. BETTELEY enquired the prices that were being paid for coals and candles?—The SECRETARY replied that they were paying 15s. 1d. for candles, and 13s. 6d. for coals—the latter they had from the Tamar Company.—Mr. W. BETTELEY said they were very fair prices.—The report and accounts were then received and adopted, and a resolution was passed, upon the proposition of Mr. McCallan, seconded by Mr. ROSEWARNE, to the effect that a special general meeting be held on Dec. 28, to absolutely forfeit all shares in arrears of call.

The CHAIRMAN said that, although the prospects of the mine were of an encouraging character, it would be necessary, upon the present occasion, to make a small call, sufficient to pay off the debt balance, and to provide for the costs of the current four months. He (the Chairman) was a very large shareholder, but always considered it more prudent to pay off any liability that might exist than to carry it over to the debt of the next account. The committee had considered the question, and recommended a call of 2s. 6d. per share. During the next four months several important points would be reached, which, he believed, would place a very different value upon the property.

Sir W. SMITH reminded the committee that, according to the report, the costs of the mine during the current four months would be less by 1000 ft. per month than during the past four months. He said that the committee, if they considered, if the meeting agreed upon a call of 2s. 6d. per share, that the financial position of the company at the next meeting would be about the same as it was at the present time—that is, supposing during the interim no discoveries were made; but he thought they might confidently look forward to the returns being materially increased. He believed the agent would in a short time strongly recommend the sinking of the shaft, for the appearance of the lode in the 105 fully justified that step being taken.—Mr. ROSEWARNE thought the shaft should be sunk and levels driven off, because he believed a second bunch of ore would be met with, equal to the first, and would be worth 100 ft. per share.

Upon the proposition of Mr. ROSEWARNE, seconded by Mr. W. BETTELEY, a call of 2s. 6d. per share was made.—The committee of management were re-elected, and thanks to the Chairman were voted, when the proceedings terminated.

SLATE MOUNTAIN COMPANY.

The second ordinary general meeting was called for Thursday, at the London Tavern; but the business upon the agenda was not entered into, on account of there not being sufficient shareholders present to form a quorum. General T. E. MONK MASON occupied the chair.

The report of the directors stated that, acting on the authority received from the shareholders last year, they have, after considerable difficulty and delay, contracted for the right to use the Croiser Valley and Portmadoc Railway, for the conveyance of the produce of the quarry to the port of shipment. The sum to be paid for this right—50000, which the directors had succeeded in spreading over a term of seven years, is the same as that paid by the owners of the surrounding quarries. By the completion of this arrangement a communication with the quarry is obtained, and the means of transport for its produce is secured. The directors also state that the value of the property and the ultimate prospects of the undertaking are of a very encouraging character, and while any uncertainty attended it, the board did not deem it prudent to incur the expense of erecting barracks for the men, and were delayed in the prosecution of the works. In common with all similar undertakings, the progress of the works has been necessarily protracted; but the board have every confidence in the superior quality of the slate, and that when the property is developed it will rank with the best quarries of the district. A large amount of calls appears to be in arrears; but the directors have much reason to believe that since the closing of the books a considerable portion has been paid into the bankers of the company, and the directors hope they have now the control of a fund which will enable them during the coming year to complete the barracks, and prosecute the works with vigour. The directors believe that the expectations on which the undertaking was originally based will be ultimately realised, and that, by a vigorous prosecution of the works, and economical management, the undertaking will in due time arrive at the position which is the aim of all commercial undertakings—the payment of regular and substantial dividends.

The report of the engineer, George L. Fuller, of the company, stated he had arranged with the contractor to commence the barracks within the present year, and to use all possible dispatch, though the locality and the time of the year precluded a definite undertaking as to time of completion. The contract was not for the barracks completely fitted up; but he had sufficient margin between its amount and that of the present grant of 3000, for such purpose to enable him to estimate with tolerable confidence that they would be ready for occupation for about that cost. They will accommodate at least 20 men.

The CHAIRMAN regretted there were not sufficient shareholders present to enable them to proceed with the business of the meeting; but the directors would be glad to afford any information desired, and the company's engineer was present, who would be glad to answer any question to the position and prospects of the quarry.

Dr. HASTINGS enquired of the engineer how long it would be before slates in saleable quantities were produced?—Mr. FULLER stated that it would depend entirely upon the extent to which the works were carried on.

Mr. MELHADO (a director), in reply to questions from Mr. SIMPSON, stated that there were 441 shares taken up, and that the arrears of call had been reduced from the amount stated in the balance-sheet to 26000, exclusive of which the board had in hand 12000. Mr. FULLER said that in the course of the next year he might possibly be able to beneficially expend the whole of the arrears.—Mr. SIMPSON could not help thinking that there had been an unnecessary amount of delay in carrying on the works.—Mr. MELHADO reminded the proprietor that the board had not prosecuted the works so vigorously as they would have done had arrangements been completed for the transport of the produce. Now that the tramway could be used for that purpose, the works at the quarry would be prosecuted to the fullest extent that the means would admit of. In reply to a question as to the terms for the use of the tramway, he stated that the directors would not contract a debt of 50000, without first having the authority of the shareholders, which was obtained at the last meeting. The payment was carried over a series of years, but it was hoped that, after the next payment, sufficient slate would be made to relieve the debt.

Mr. SIMPSON said there were statements made in the prospectus which results had not borne out, for it stated that profitable returns would be made in the first year; and it was also stated that a gentleman conversant with slate quarries would undertake to pay a dividend of 5 per cent. from the first year's working. What he wanted to know was, whether the guarantee was a honest one or not?—Mr. FULLER (the company's solicitor) considered that the word "dividend" was understood by an improper term, because a dividend, legally speaking, was only payable out of profits. The directors, however, which, by the way, were not those who at present formed the board—accepted the prospectus as it was presented to them. All the board could do was to see that the guarantee was carried out by the party who undertook it, and which had been carried out.

Mr. SIMPSON was very glad to hear they had a new board, for he could not help thinking the original board were very blameable.—Mr. MELHADO, in reply to questions, stated that the item of the amount of 4500, for directors' fees arose from there having been nine or ten directors, who thought it advisable in the interest of the company to

hold weekly meetings; the directors were entitled to a guinea for each meeting. It had been stated that the directors should for the future meet fortnightly, and as there are now but five, the directors' fees would not exceed 1300, to 1400. The next question was whether the 10 ft. per share to be called up would be sufficient to carry on the workings at the quarry? The engineer assured them that 40000, which was the amount of the arrears of calls and the balance in hand—would be sufficient to enable him to place the quarry in a paying position. So that, if that opinion were borne out by results, they might hope at the end of next year to meet the shareholders with a favourable dividend.

Mr. FAWNS complained of the negligent way in which the duties of the secretary had been discharged.

Mr. MELHADO thoroughly admitted the justice of the complaint, but he was glad to say another gentleman had been appointed, so that for the future, he believed, it would not be in the power of any shareholder to raise complaint.—Mr. SIMPSON bore testimony to the great improvement which had taken place in the secretary's office.—Mr. G. L. FULLER explained that he did not wish it to be understood that 40000, would do everything that was required, although he fully believed that amount could be beneficially expended during the ensuing year.

Dr. HASTINGS suggested that some means should be devised for a more vigorous development of the quarry. For the recovery of the arrears of call he thought proceedings should be taken to enforce their payment, for he saw no reason why their engineers should not have their money at once, to be applied to the purposes of the quarry.—The CHAIRMAN said the determination of the board was to at once adopt the course suggested.

Mr. SIMPSON said that although the quarry did seem for the time to be under a cloud, yet the darkest cloud had its bright fringe, and, therefore, let them hope for the best. He must confess he now saw no reason why the shareholders should not assist the directors in vigorously prosecuting the work.—Mr. FULLER (the solicitor), in reply to a question, stated that the directors did not now charge travelling expenses; the attendance fee was one guinea, whether they came 100 miles or only one mile.

The CHAIRMAN reminded the proprietors that the directors' fees were sanctioned at the last general meeting, but, as had already been explained, the fees would for the future be very considerably reduced by reason of the reduced number of directors, who met fortnightly instead of weekly.

Mr. SIMPSON suggested that the report of the meeting, which would be sent to the shareholders, should be headed with the names of the present directors.—Mr. FULLER, in reply to Mr. New, stated that the Slate Mountain Company was not the only one that had succeeded in obtaining the use of the tramway, for three other companies had entered into the same arrangement upon precisely the same terms—with this exception, that he believed in those three cases the whole of the money (50000), had been paid down; but this (the Slate Mountain) company had arranged for deferred payments. The tramway to be used for the payment of a trifling royalty, the guarantee being to convey the company's produce, and to carry back the "empties." The royalty was 1d. or 2d. per ton. The company had also obtained the use of a strip of land on the sides of the tramway.

Mr. G. L. FULLER said the arrangement was in every respect most satisfactory, for otherwise the company would have been compelled to construct roads round the mountain, which would have incurred a great outlay.

Mr. New enquired how long it would be before they commenced splitting slates for the market?—Mr. FULLER said if the works were pushed on at once it would be something like 12 months before they commenced splitting slates for the market.—Mr. NEW asked if before getting down to the good slates there would be any slabs obtained?—Mr. FULLER replied in the negative, and explained that the slabs would be got by roofing. They could not work by open galleries until a sufficient depth had been obtained to enter into good solid slate.

Dr. HASTINGS said he was the proprietors present most heartily thanked the directors for the information they had afforded, which, of course, they were not bound to do upon the present occasion, there not being a sufficient number of shareholders present to form a quorum. Therefore, he would propose that the proprietors should accord their best thanks to the directors for their courtesy and willingness to impart every information, which could not fail to establish the confidence of all interested.—Mr. NEW seconded the proposition, which was put, and carried unanimously.

In accordance with the provisions of table B, an adjournment took place till the following Friday (Friday). At the adjourned meeting, which was not being sufficient shareholders present to form a quorum, the meeting was adjourned sine die.

CRICCEATH SLATE COMPANY.

An extraordinary meeting of shareholders in this company was convened for yesterday at the London Tavern, Bishopsgate, but the number of shareholders attending within one hour of the appointed time being insufficient to form a quorum, which is fixed at 22, the meeting was adjourned.

Gen. T. E. MONK MASON occupied the chair.

The CHAIRMAN, at the expiration of the time allowed for forming the meeting, stated that, notwithstanding the adjournment prevented their transacting any business, the directors were very anxious to give any information in their power which the shareholders might require.

Mr. VALLANCE objected to the form of the balance-sheet, which was not in accordance with the form sanctioned by the Companies Act, 1862, and ordered to be followed in their own Articles of Association. He considered it a great argument in favour of the arrangement according to which their balance-sheet should have been drawn that the form was very simple, and the items were classed under very convenient heads. By their present balance-sheet they could not readily see the amount of the receipts and expenditure. This was one ground upon which he should have moved an adjournment to the next meeting, but he had also heard that a committee of shareholders should be appointed to investigate the position and prospects of the undertaking. Their prospectus, which indeed should scarcely have been called a prospectus, but have received one of Charles Dickens's titles, "Great Expectations"—was of a most glowing character, and subsequent reports were much like second and third editions of the same, yet at the end of 1863 there appeared to be no prospect of getting a shilling from the concern. He would, therefore, propose that a committee of investigation—not in any way hostile to the directors—be appointed, to report fairly to the shareholders whether it is desirable to go on or to wind-up. It did not seem that there would be any difficulty in such a report being ready for presentation in two or three weeks.

The CHAIRMAN had listened to Mr. Vallance's remarks with great satisfaction, and for his own part (and he believed his colleagues would concur with him) he fully entered into the views expressed.—Mr. MELHADO said that the board courted the investigation. They were so confident of the way in which the affairs had been conducted (though they might have been too lenient with some of the shareholders who had not paid their calls), that they had nothing to fear from such an investigation.

The balance-sheet showed—RECEIPTS: Receipts from the last account rendered, 12,477. 12s. 7d.; capital paid up (first call of 5s. per share on 5533 shares, 1862, 5s.; second call of 10s. per ditto, 2766. 10s.), 4149. 15s.; sales of debris slate, 31. 11s. 3d.; the manager for amount advanced by him on account of working expenses, as per contract, 1622. 0s. 9d.; shareholder, paid in excess of call, 11. 5s.—16,804. 5s. 7d.—EXPENDITURE: Expenditure as per last account, 11,633. 10s. 4d.; purchase of estate, paid for land bought, 311. 6s.; working expenses, paid at quarry to Feb. 28, 1863, 1768. 0s. 9d.; engineer's salary, on account, 1007.; travelling expenses, 281. 2s.; general charges, 178s.; machinery, 346. 2s. 5d.; bankers' commission, &c., 11. 2s. 11d.; law expenses, 111. 6s.; directors' fees, 399. 1s.; auditors' fee, for last year, 25.; expenses of deputation to quarry, 14.; purchase money paid Mr. O. G. E. Nunn for right of road through his estate, 1807.; sundry shareholders in arrears of calls, 1468. 17s. 6d.; cash, balance at bankers, 812. 12s. 5d.—16,804. 5s. 7d. The assets (including value of slates in stock, 15s.; and company's estate taken at cost, 7481. 6s.) were 9663. 0s. 5d., and the liabilities, 6081. 11s. 5d.

Mr. FAWNS enquired the difference of their position now, and previously to spending the 10,000, they had done?—Mr. FULLER said the money that had been expended had been spent in wages and in uncovering a part of the quarry. Until we had expended the amount which it was proposed to spend we could not expect the quarry to return profits. They would require to expend 50000, in the coming year. Had the proper amount of money been expended upon the quarry they would have been in a much better position than they were, though he would not say that they would have been in a position to pay dividends.

A SHAREHOLDER enquired whether in the event of the company at once providing the full amount which their nominal capital to be called up enabled them to provide, the quarry could, in Mr. Fuller's opinion, be put into a profitable condition.—Mr. FULLER considered that the shareholders enquired how many of the 10,000 had been allotted, and how much per share remained to be called up?—Mr. MELHADO stated that 5533 shares were allotted, and 4000 fully paid up were transferred to the vendors as part of the purchase-money. There remained to be called 10s. per share.

Reference was made to a report of an independent inspector, which, it was alleged, was suppressed by the directors because unfavourable.—The directors at once repudiated any intention of suppression, and read the reports of Mr. Blake, that stated to be suppressed; of Mr. Fuller, the company's engineer; and of Mr. Williams, the agent of Lord Palmerston's quarry. He was explained that Mr. Blake's report was not published because its object was apparent on the face of it. In effect, he said the quarry ought to be at once abandoned, and recommended its sale to parties who he named. Mr. Williams's report complained that his recommendations made on his previous inspection had not been attended to, and now recommended the suspension of the two upper galleries and the opening of a fair open pit to the bottom of the shaft, to make room for the slate to come away.

After some further discussion, Messrs. Bedford, Fawns, Butler, Wood, and E. Fuller were appointed a committee of investigation. Thanks were voted to General Mason, and the proceedings terminated.

MINE ACCIDENT.—At Grambler and St. Aubyn Mine, Edwin Morcom, 16, was killed by falling about 40 fathoms in the engine-shaft. An inquest was held, at which a verdict of "Accidental Death" was returned, with a caution to the agent that the shaft must be kept more secure in future, for the better protection of the miners.

IMPORTATION OF TIN.—The *Bohemian Girl*, T. Short, master, arrived at Plymouth on Sunday, after a passage of 64 hours from Corunna, with a cargo of fifty-five tons, and several tons of tin ore from the Medina United Mines, owned by Messrs. Fox, Sonnet, and Co. The administrator, Don Guillermo Huelster, has also arrived to make arrangements for increasing the working of these mines.

SMELTING IRON WITH PEAT.—IRON-WORKING IN HANOVER.—The Alexis Foundry, which is advantageously situated at Benthem, in the kingdom of Hanover, and which has heretofore been carried on by the Benthem-Lingen Society, is now in the market; and in another column of this day's Journal we publish the official announcement that the whole of the works and plant will be offered for sale by auction on March 19, 1864. It appears that the foundry is situated about seven miles from the Lingen Railway station, upon a deposit of bog iron ore of good quality, in ample quantity, and yielding a good percentage of metal. There are good roads both to the railway and to the River Ems. The works contain a well and substantially built blast-furnace, constructed for burning charcoal and peat, and provided with a hydraulic windlass, and an arrangement for utilizing the waste gas from heating the blast. The blast engine and machinery are of sufficient power for an additional blast-furnace. There is also a well-arranged smelting-house, with the necessary shops, peat drying rooms, cranes, tools, &c. There are two cupola furnaces, which offer facilities for making large castings, for which the pig-iron is in every way adapted. The elements of success are good, and within four miles of the works there is an enormous peat bog, yielding turf of great chemical purity, and easily compressed. The foundry contains nearly 46 acres, of which 5½ acres are covered with buildings. Labour is cheap, good workmen being obtainable in the neighbouring villages, and a right being connected with the property to establish a colony of workmen, and allot them arable land as an inducement to settle.

CAPE COPPER COMPANY.—The works of this company in Namaqualand are, we learn, being pushed on with vigour, and an increased extraction of good ore has resulted. The current season has been a favourable one, and at the present moment about 1600 tons of ore are on the beach at Hondeklip Bay. The *Annie Loden* sailed on Sept. 11 with 340 tons of ore, and the *Johanna* sailed from here (Cape Town), on Oct. 9, to take about 230 tons; the *Francis* will follow in a few days, and will load 800 tons; and the *May* is expected in about a month from Liverpool, with a direct cargo of coal and stores, will take a further quantity of about 400 tons. Small shipments are also being made per steamers.—*South African Advertiser*, Oct. 21.

MINING NOTABILIA.

[EXTRACTS FROM OUR CORRESPONDENCE.]

THE CAMBOURNE DISTRICT.—CRANE bids fair to be one of the great mines of this part of Cornwall. During the last week or two the mine has improved in every part. In the 30, driving west, on the Crane (or Roskear) lode, the lode is producing 1 ton per fm. in driving and 2 tons in the backs. In the 60, on the same lode, a great improvement has also taken place; the end is producing an increased quantity of ore on nearing the elvan course, and is letting down a greatly increased quantity of water, the effect of this being to reduce the water in the 80, on the Brigian lode. In the 80, on the Crane lode, there are strings of copper ore in the end, although the lode is not yet cut. In the winze, sinking in the 30, on the Brigian (or Seton) lode, the lode is producing rich stones of copper and lead, and in the cross-cut in the 80 strings of copper ore, about 1½ to 2 in. in width, mixed with spar, are being met. Should the Brigian lode prove rich at this point, there can be no doubt that this mine will become a favourite stock in this rich district, seeing that the set is large, and contains in it the junction of the Seton and Roskear lodes, together with two promising counter lodes, never yet seen under adit.

—ROSEKEAR: Tribute pitches are already set here, and the re-working of this old mine, which has already paid more than 100,000, profit, will now proceed rapidly and energetically. With these elements, the mine may confidently be expected to resume its former place among the dividend mines of this rich district.—HARTLEY is to the west of Crane, and is a mine of great promise. The Brigian and Crane lodes, with the counters, which effect a junction in Crane, pass through this mine, and in the adit level, a most promising appearance. It will not be surprising if this run of mines, in what may be called the West Camborne district, prove quite equal to their more easterly neighbours.

THE CROWAN DISTRICT.—The Crenor and Abraham Mining Company may now be said to be fairly started, and it is a strong sign of confidence in the district when a few days are sufficient to raise a capital of 150,000, to work a mine already explored to the 220 fathom level, and from which, just before last abandoned, over 2,000,000 gallons of water were being pumped daily. Reasoning from analogy, the value of shallow mines on parallel lodes in the same strata, and lying adjacent, must be very great. Such mines are Crown Consols and Wheal Curtis, which, from their present appearance, seem likely to prove quite as rich as their great neighbours, Crenor, Abraham, Oatfield, and Tremoweth.

AT NEW WHEEL PROSPERICK the north lode has just been intersected in the new shaft at the 15, where it is 4 ft. wide, with a leader 18 in. wide, producing good tin. The shaft will now be sunk to the 25, where in all probability the lode will be found very productive. Considering the mine is making regular returns of tin, and is well provided with machinery, stamps, &c., it is somewhat surprising that the shares are so neglected, the present price of them being at the rate of about 20000, for the mine. The south lode has produced upwards of 40 tons of tin from the 30 and upper levels, and the 45 is being driven to get under the ore ground. A cross-cut also is being driven to intersect a new lode, which promises very favourable indications in the adit level; and taking all the features of the mine into consideration, there are but few speculations at the present price of the shares so worthy the attention of the investor.

BASSET AND GRILLS.—A fine discovery has been made by cutting a good lode in a cross-cut in the bottom of the mine, at Tyack's, worth 400 ft. per fm. Other parts of the mine are looking well.

WHEAL TRELAWNY.—The ends in this mine are worth 550 ft. per fathom; this is independent of stopes and winzes. The 55 and 78 fm. levels, which have been suspended for seven or eight years, are again driving, and are opening up tribute ground. The lead from this mine is very rich for silver, the three parcels of lead ore recently sold having averaged about 281. 10s. per ton. Although only 12s. 6d. per share was declared, the profits made during the quarter amount to more than 20s. per share.

EAST ROSEWARNE is looking remarkably well, and the sales of ore are gradually increasing, the last one being the largest. Considering that East Rosewarne is no longer a "calling mine," it is strange that it should be so much neglected by the public. The mine is now working at a profit.

CHIVERTON CONSOLS.—The recent discoveries in the rich Chiverton district, likely to be productive of good gold. The attention of parties interested in mining having been drawn to this spot, and the property being long known to be rich in minerals, is now taken up, and will, doubtless, well repay the adventurers. In last week's Journal the particulars of the construction of this company are given; and as the London office will be with Mr. George Seabury, of Crown-court, Threadneedle-street, there is every prospect of the mine being worked independent of market operations, thus affording an excellent opportunity for the investing public.

FRANK MILLS.—The western lode has just been cut in the 74 as rich as in the 64, and the shares ought at once to go up to 100, or 120.

EAST WHEEL LOVELL.—The following is from Capt. W. Hancock, who inspected the mine on Wednesday:—There are two stopes working in back of the 26, worth on an average 500 ft. per fm. The shaft is 7 fms. below the 26; lode from 5 to 8 ft. wide, and worth on an average over 1000 ft. per fm. for its length, 8 ft. The lode in the bottom is about the same width and value. The south lode has been driven south at the 17 fm. level 7 fms.; on its course 5 fms., the first 3 fms. unproductive; since then they have had a good lode, 4½ ft. wide, but not looking quite so productive, worth now about 600 ft. per fm.; this is all that is doing upon the lode.

ARUNDELL TIN MINE.—Contracts have already been entered into for the engine and engine-house, on favourable terms; and it is believed that by Christmas the mine will be in full work.

WEST MARTHA is looking well; a fine lode has been cut in the 40 fm. level, worth 400 ft. per fathom. This mine is generally believed to be one of the best in the eastern division of Cornwall. Capt. Henry James, of Redruth, and other agents have reported highly of it; they have made their first sampling since they resumed working, and it is expected future samplings will increase in quantity and quality. Capt. Richard deserves great credit for bringing the mine to its present position.

EAST WHEEL RUSSELL.—The 120 has been worth an average of 600 ft. per fm. for nearly 6 fms., the same part of the level above having been open. In a 40 ft. further the level will be reached where the best lode was in the 130, so that within a fortnight a considerable improvement may be looked for in the 120, and also in the winze sinking below the 110. The 120 has been much better than the 110, and the lode is best in the bottom of the level. They will be driving in the 130 in a short time. The mine has lately been inspected by some of the best agents in Cornwall, and a large number of shares purchased by parties in that county.

WENDRON CONSOLS throughout is looking exceedingly well, and with a continuation of its present prospects must soon resume dividends.

TIN HILL.—The operations at this mine present a scene of great activity, and the nature of the different lodes, as regards both quality and extent, shows at a glance that the property is a valuable one. Stamping-power is being erected, and when completed returns of tin will be commenced. Looking at the number and size of the lodes, with their productive character, and remembering that operations are being carried on in all of them at once, it seems to be extremely reasonable to expect that the mine will soon become a dividend one. The shares, in my opinion, afford as good a speculation as any in Cornwall. The old men in the neighbourhood who were witnesses to the very superficial working of this mine some thirty years ago, when the deepest workings were less than 4 fms. deep, are quite rejoiced at seeing operations again commenced, and more than fully confirm the above report.

TREVENEN AND TREMENHEERE.—These mines are looking well, and are expected to commence good profits in January. The late accident has been nearly got over, and in a few weeks the state of the mine will be better than before it occurred.

ST. IVES WHEAL ALLEN is gradually improving.

TOLVADEN.—Reports state that the mine still continues to look well, an important improvement in one of the ends took place a few days since. Considering the prospects of the mine the present price of the shares are exceedingly low.

THE MARAZION DISTRICT.—One of the greatest and most prominent features in this once-celebrated district is St. Michael's Mount, the south part of which is composed of granite, and extends as far north as the pier. The north is composed of clay-slate or killas. The whole of the granite is traversed by branches of quartz, and the base of the mountain area to be seen several branches of the grey carbonate of copper cropping up. These branches appear to concentrate and form a junction as they traverse east, and is, no doubt, from its direction, the lode so prominent in Park Venton estate, from which mineral has been returned formerly, and in its course this lode intersects the counter lodes in PENBERTHY CROFTS MINE, which is about four miles distant from the Mount. During the working of Penberthy Crofts Mine, about 60 years ago, a cross-cut was driven north about 40 fms. from the engine-shaft. The result was that a lode was intersected from 3 to 4 ft. wide, composed principally of a yellow clay, and the base of the ore, and continued for 70 fms. in length very productive of this mineral, there is but little doubt that very large deposits of copper are yet to be discovered where this lode traverses and intersects other lodes in the district. The great geological feature is that this little mountain (St. Michael's Mount) of granite should crop up in the centre of this great basin of clay-slate; but it is no less a fact that it is surrounded by a chain, or link, of granite hills for about 30 miles in circumference. These hills and basin have yielded millions sterling in tin and copper ores.—[To be continued.]

THE LOSTWITHIEL MINING DISTRICT.—The remarks of your correspondent respecting this district have induced me to forward you a few remarks on the subject. I have lately paid great attention to this piece of mining ground, and consider its geological position and features cannot be surpassed in Cornwall. In the NORTH JANE is, beyond a doubt, a splendid piece of mining ground. I speak this from the fact of seeing the backs of the lodes, where they produce gossan, arsenate, and carbonate of lead, which speaks well for a mass of lead below. EAST JANE adjoins South Jane to the north. This mine needs no comment: the sale of lead ore tells its own tale. Still further north is the NORTH EAST JANE, where an adit level has been taken up from the valley, and driven west under the hill about 60 fathoms, and nothing cut worthy of notice. The mine is now abandoned. This is decidedly a good speculation, and the chances of success are many; by extending the adit another 30 fathoms, the East Jane productive lode would be met with, at which point there is full 45 fathoms of backs. What a speculation! Adjoining South Jane, to the east, is another fine piece of ground. The lodes are parallel to South and East Jane, in which there is one important point—the junction of lodes, one of which is a counter; its direction, and also its character, are precisely the same as the one in East Jane, about which place they find their main deposit of lead. This one particular point speaks volumes for this piece of ground. Still further up the valley is the BODRITHRY MINE, where a few fathoms have been opened on one lode, which is from 3 to 5 feet wide, producing some fine stones of rich silver-lead ore. From present indications this mine is likely to turn out a great success. Parties in the neighbourhood are anx

We are at this time engaged cutting down the shaft towards the bottom of the workings, on the Pipe vein, also clearing it of the stone and sediment, and cutting away the ore ground at the new discovery, where the dam is intended to be put in. We are also making a large pool to hold water for dressing purposes, condensing, &c., and getting the dressing-floors ready as fast as we possibly can.—P.S. Now, that the new shaft is through, I shall be very glad if you will come and look through the mine, which I hope to have in pretty good order in a fortnight's time. I hope you will come if possible; at all events,

BRITISH MINES.

ALLT-Y-CRIB.—J. Hughes, Nov. 23: At the deep adit the lode is just the same as last reported, with small spots of ore in and out, but not to value. In a few months we hope to reach the south cauter or junction, so much anticipated. We are putting up a horse-whim on the hill for the tributers, as they cannot get on well without it, and having got an old one on the mine, we have only to put it up. We sampled 10 tons, as you are aware, and we have sent to town 14 tons of good quality.

BAGTOR W. Hole, No. 26. The 16, driving west of Prosper eastern engine-shaft, is still being driven in favor, despite the lode moderately productive. We have four men stopping the bank of this shaft, and the lode gradually becomes less productive, and very naturally, too, as we rise up towards the surface, our deepest point being 16 fathoms, where the regularity, size, and value of the lode are strongly suggestive that greater depth only is required. The 20, driving west of Prosper western shaft, contains a lode 1½ feet wide, producing a little tin, and approaching the intersection of a canter lode, at which point we expect an improvement.

BEDFORD CONSOLS.—Capt. Michell, Nov. 26: In the middle adit level east the north lode is at present small, and the ground a little harder for driving than when last reported on. We have a branch coming down over the back of the end, underlying north-east, and similar in appearance as the slide as seen in the level above, which contains small stones of rich yellow copper ore, and according to its present dip we shall have to drive several fathoms before we are able to prove anything to the east.

BEDFORD UNIT.—*J. Edwards.* No. 24: There is no alteration in the 130 east and west. The slopes in the back of this level are worth 4½ tons per fm. Lang's slopes, in the 115 west, are worth 5 tons per fm.; and Rundle's slopes, 4 tons per fm. We are driving by the side of the lode in the 103 and 90 west. The lode in the north shaft is 18 in. wide, and continues to produce stones of ore.

BOSCAWEN.—*J. Edwards.* No. 21: The lode in the 80, driving west of Hunter's shaft, is 10 in. wide, producing good stones of copper ore, of a promising character. The lode in the 70, west of Kitelee's shaft, is small and poor; this end being only 23 fms.

Now in the 70, we recommend it to be driven to the shoreward shaft, so that the water may be discharged at the 70 instead of the 60. The lode in the 70, driving west of Hunter's shaft, is 20 in. wide, worth about 8¢ per fm. ; here we are daily expecting to meet with the run of ore gone down in the bottom. The lode in the thestopes in bottom of the 60, west of No. 1 winze, is 20 in. wide, worth 30¢ per fathom. The lode in No. 2 winze sinking below this level, west of No. 1 winze, is 2½ ft. wide, worth 25¢ per fm. The lode in bottom of the 60, west of No. 2 winze, is 2 ft. wide, worth full 25¢ per fm. The lode in No. 3 winze, sinking below the 50, is 4 ft. wide, worth from 30¢ to 25¢ per

anthems this shoot of *ore* appears to be dipping and *ore* run of *ore* in the 60 is dipping west; I have no doubt both shoots of *ore* will meet somewhere about the 80, west of Hunter's, and if so, we may occasionally expect a rich bunch of *ore*. I think the cañter lode is intersected in the 80 cross-cut, which is about 3 ft. wide, composed principally of flookan. The lode in the cañter shaft, sinking below the adit, is 4 ft. wide, and of the same character.—Tribute Pitches: No. 1 pitch, in bottom of the 60 east, is yielding $\frac{1}{4}$ ton of *ore* per fm.; No. 2, in back of the 60, 1 ton; No. 3, in back of the 50, about $\frac{1}{4}$ ton; No. 4, in back of the 30, is worth about 60 per fathom; and No. 5, in

BOTTLE HILL.—J. Eddy, Nov. 24: The slopes, east and west of Viger's shaft, are without alteration. We are now clearing the 34 ft. level, east and west of Williams's shaft; the ground left in the back of this level, for many fathoms in length, I believe will be taken away at a profit. East of this we have had four men employed for this last month, where we find the whole ground to surface. I am happy to say, so far as seen, it is turning out well, the lode is large, full 8 ft. wide, and, I believe, with a little per-

BRONFLOYD, -J. Lester, Nov. 25: The winzes below the 40 is now down 6 fathoms 4½ feet; there is very little alteration in the part of the lode gone through for the last 3 fathoms; it is a good mixture of lead ore, but not so good as the portion standing on the north side. The western end of the 40, on the south side of the lode, is not looking so well as formerly. The stopes above the 40 are without alteration, yielding from

CAMBRIAN MINES.—Capt. Martin, W. H. Pascoe, Nov. 23: Engine-shaft, No. 6. Lode: Since our last but little alteration has taken place.—No. 6 Stope: In this place the lode retains its kindly appearance, composed of beautiful quartz, impregnated with

copper, lead, bluish, &c. The sample on being washed shows gold.—No. 3 Lode: The lode is still very large and troublesome for driving.—No. 2 Lode: This level is driven from the rivulet about 75 fms. on the course of the lode, and we are getting near where the No. 2 shaft will form an intersection with this level; the lode is still promising, and we trust are long after the communication, we shall be in a position to tram to the works ore from this place. No. 2 end, east of No. 2 shaft, still looks kindly, and the lode shows gold in the baten.—No. 2 new works: We have six men driving on this lode, about 160 fms. to the east of No. 2 shaft; the lode is large, composed of fine stones of

lead ore, mixed with tennite, mundaic, &c., and shows a trace of gold in the batea. The result of the concentrated stuff at the stamps, from the No. 6 stamps and No. 2a end, is being amalgamated, and when finished shall be forwarded. The carpenters are employed in building the wheel for No. 2 shaft.—WELLINGTON: This lode continues on with its usual large size, and strongly mineralised with copper, lead, &c.—in fact, if possible, it is appearing more promising than ever, and its show of gold improving.—NORTH VICTORIA: In this place also there is little alteration in the appearance of the lode, but we are pleased to inform you that the gold here too is improving.—HENDREDFRIAN: On account of the

enormous quantity of rain we have had, and are still having, but little can be done here; the ground is so much saturated with water that in no place can we sink many feet. We shall, therefore, for the present employ the men at the Cambrian.

CAPE CORNWALL.—J. James, Nov. 25: On clearing pit for new engine-house about 20 fms. nearer shaft, we have discovered the same lode as mentioned in former reports, and looking well. I met the agent of the St. Just United, who had just come from underground, and he brought with him some rich stones of copper ore from the 50 end, at engine-shaft: this looks well for your mine, as it is about 20 or 30 fathoms

below the deep adit level at the St. Just United Mine. Miners say that when there is stamping machinery erected on the mine it will soon become a dividend-paying one. I feel satisfied that all the lodes at the St. Just United Mine are dipping this way. There is also a fine course of tin in the bottom of the 40 fm. level, at St. Just United Mine, holding west.

CARADON CONSOLS.—Wm. Rich, Nov. 24: We have intersected a lode in the 80 ft. cross-cut south about 2 ft. wide, composed chiefly of gossan, of a kindly appearance. We are pushing on the end to effect a communication with the winze; when this is com-

plied it will give us good ventilation, and enable us to open on the lode away from the cross-cut under more favourable circumstances than at present. The ground in the north cross-cut is favourable for driving, and an increase of water coming from the end. In the 80 east the engine lode is much the same as last reported on—1½ ft. wide; going west the lode is divided into two parts by a horse of granite.

CEFF GILCEN.—W. Davies, Nov. 21: Susan's Shaft: The water is so far abated as to enable us to commence driving the 80; this end is at present worth 15 cwt. per fm. and likely for improvement. The office shaft is without alteration.

CENTRAL MINERA.—W. Davies, Nov. 24: The cross driving east from the western shaft is easy for progress, composed of clay, spar, and shale; we expect a further improvement in this end shortly. The western cross is improving as we progress; we expect shortly to intersect a part of the Apostles lode in this end.

CHIVERTON WHEEL ROSE.—J. Phillips, Nov. 23: The eastern end is much the same as when last reported on. We have commenced to drive east on the east and west lode, behind the north end, and there is a good branch of lead in the back of the end, and it appears to be making down towards the bottom. The western end is

looking well, worth a few fathoms. About 50 fathoms east of the adit level we have discovered a very large gossan lode, we have not as yet opened on it sufficiently to ascertain its bearing and width, but we can see near 6 ft. of it, which is a strong burnt-up gossan; it appears this lode was worked upon near this place 40 years ago and a great deal of lead taken from it. We have not as yet cleared out the old workings, but in my next I hope to give a full account; it appears to be an east and west lode underlying north. The great east and west lode we are now driving on underlies south and therefore these two lodges in depth will form a junction, when, in all probability, a greater

Nov. 25: The western end is worth 61 per ton; a good lode all the height of the end, averaging 8 in. wide, good work, and leaving the best lode in the bottom. The eastern end is looking better; we have just passed a small north and south lode which has disordered the lode in the end. There is a good branch of lead in the east and west lode, behind the north end; the lead is making down in the end.

CLARA UNITED.—J. Lester, Nov. 25: The 40 east, on shaft lode, is without alteration, but I am glad to say that the western level, on the same lode, has improved, and

it is looking better for lead ore than I have before seen it. The level driving east from cross-cut in the 40, on No. 2 lode, is intermixed with blende and a small portion of lead ore, not sufficient to value. The winze going down from the 30 to the 40 is without alteration. We shall have our small parcel of lead ore and blende ready for sale in about a week.

CROOKHAVEN.—Captain Evans, Nov. 23 : Since my last we have cleared the east shaft 3 ft. under the 10 m. level, also fixed a small lift of pumps to discharge the water put in launders, and took up the surface water; these preparations will enable us to

sink the shaft with water economy. The 20 fm. level, driving east, we are pushing on as fast as possible; the ground is more compact. We have re-set 2 fms., at 403, per fm. to 404.

CROWN CONSOLS.—John Seymour, Nov. 25: The shaftmen have recommenced sinking Ward's engine-shaft, now down about 2 fathoms below the 20; the ground is a little stiffer, and the water a great deal more, which is some hindrance, and will be so until we can get down 3 or 4 fathoms deeper to fix cisterns when the lode leaves the shaft. The lode at the 20 is much the same as last reported on. We sampled 25 tons 5 cwt. of instuff on Monday, about 360 sacks. The sale will take place to-morrow, you will

CUDDEA.—F. Puckey, E. Dunstan, Nov. 26: In the stope in the back of the 6th fathom level, west of Walker's shaft, the lode is 4 feet wide, worth 122. per fm. In the 75 fathom level west we are still driving in the killas under the lode. In the stope in the back of this level the lode is 4 feet wide, worth 20f. per fathom. In the stope in the

bottom of this level, west of the winze, the lode is 3 feet wide, worth 12¢ per fm. In the 90 fm. level east the lode is 4 feet wide, worth 12¢ per fm. In the same level west of the winze, the lode is 3 feet wide, worth 10¢ per fm. In the same level east of the winze, the lode is 3 feet wide, worth 10¢ per fm. We have not yet reached the lode in the 105 fm. level cross-cut, but the water is still issuing from the end.

CWMBRANE.—J. Pollard, Nov. 25: There is no alteration in the engine-shaft to notice since last reported on: it is producing 1 ton per fm. The 40, driving north, is letting out more water; lode 2 ft. 6 in. wide, with kindly appearance, and producing

stones of lead. In the 40, driving south, the lode is very large, producing 7 cwt. per foot. We have driven 1 m. 2 ft. east on the Minería lode in the same level; it is a lode 2 ft. wide, underlie about 6 in. per foot, with kindly appearance, producing stones of lead. The tribute departments are the same as last reported.

DALE.—R. Mines, Nov. 23: You would have seen by the telegram that I sent you yesterday that we have at length got the shaft through to the Pipe vein, which we accomplished at 8 o'clock on Saturday night. The shaft could not command a better position for future operations on the Pipe vein, which is of such vast importance. We are

now squaring down the shaft, after which we shall have to cut a lodge for the water also a pit to lodge the ore, &c., on. We have also resumed cutting out the foundation for the dam, as we have now, since holing the shaft, any quantity of air throughout the whole mine, but in order to prevent the water from going down again, I am preparing a temporary dam until the other is completed. We shall commence again on the new discovery as soon as we can conveniently do so.

— K. Niness, Nov. 26: The works throughout are progressing very satisfactorily

[illegible]

times to look well, worth 8 tons of copper ore per fathom. No. 2 stop, in back of the same level, is worth 3 tons of copper ore per fathom. The ventilation in this part of the working has been rather defective during the last few days, which has led to the accumulation of gas, and the men have been obliged to leave the shaft for some time. We are now engaged in preparing for the next sampling. The ground at the western engine-shaft has not been quite so good for progress during the past week.

GREAT BRIGAN.—T. Trelease, J. Trelease, Nov. 21: The lode in the 72, west of the engine-shaft, is 2 feet wide, yielding a little ore, but not of much value; the ground is changed, and spare for driving; the lode in this level, east of said shaft, is about 6 inches wide, containing spots of copper ore; we have for the present suspended this driving, and put the men to rise against the winze sunk from the engine-shaft below the 81. The lode in the rise is 2½ feet wide, containing a little ore, but not of value. The men are now engaged in cutting down a piece of ground preparatory to sinking the winze referred to above, and when the communication is made we shall at once put down a lift, and commence sinking below the 72, to prove the lode at a deeper level. The lode in the 42, driving east of Trelease's shaft, is from 2 to 3 ft. wide, worth 8¢ per fm., and promising improvement. We have suspended the sinking of the winze below this level, east of the above shaft, and set the ground on tribute, at 8¢. In 11. In the past week we have put the roof on the engine-house, taken down the scaffolding, washed the house down, &c., and the masons are now engaged building the balance-bob stand, &c. The engineers have put plates and stools on the bob wall, with spring bearings and girders, and this day have raised the main beam of the engine in its place. The putting up the engine and sending down the pitwork will be carried out as fast as possible, in order to get the engine to work. Nothing else new since last report.

GREAT CARADON.—F. C. Harper, Nov. 21: The branch to the west of the north cross-cut, alluded to in my last letter, is still opening out a little, and carrying large stones of muddle. The south cross-cut is letting out much water, with branches of spar, mixed with muddle; and spots of lead.

GREAT LAXEY.—Capt. Rowe, Nov. 20: There is not much alteration in any of the copper stopes to the south; those in the roof and sole of the new 130 level are looking exceedingly well, and the general yield for copper this month I feel sure will be satisfactory. In the north ground, the 210, driving towards the Welsh shaft, appears now to be nearly clear of the slide ground, and I expect shortly to be on a productive lode. In the bottom of the Welsh shaft, where we have started to drive south to meet the said 210, the lode is about 4 ft. wide; very rich in jack, and well mixed throughout with lead. The stopes in the sole of the 200, north of the Welsh shaft, have improved for lead since my report of the 12th. I do not see much alteration from this point up to the 168, either in the drivings or stopes; the latter are turning out well for jack in particular. The 110 north I am indeed proud to give my report of; the lode is further improved by a discovery this week of a large body of jack and lead on the hanging side; we have already 6 feet wide of lode, and no hanging wall yet. I have to-day put the men to cut direct across, in order to ascertain the whole width; should we discover nothing more than the end already presents, it is worth 100¢ per fm. for lead alone. I consider this the best discovery since the one I had the good fortune to make 16 years ago.

—Nov. 24: The underground agent reports:—According to your request, I have been underground to-day, and carefully examined all the workings in the deep mine.—North Ground: In the 110, the men have not cut the hanging-wall; they are now across about 8 ft., and what has been opened since Friday is fully as good as when you saw it; in fact, it is nearly all lead and jack, and worth 150¢ per fathom. In the roof of the 165, the rise is looking well, the lode is 9 ft. wide, good lead and jack on both hanging and lying, but there is 2 ft. wide of rock in the middle of the vein. The stopes in the roof are also producing good work, but those in the sole are rather poor. No change in the 180, nor yet in the 200, only the stopes in the sole are a little better for lead. The lode in the 210, driving south from the Welsh shaft, is 4 ft. wide, and good for jack, but the 210, driving north, is still poor. South Ground: In the 190 and the lode is small, poor, but the stopes in the roof are very rich for lead, fully as good as last week. No change in the 165 and 145 ends, but the copper stopes from the 145 upwards is improving, particularly the roof of the 130. I think I never saw such a body of copper in the mine, and also a good mixture of lead through the lode, which is about 6 ft. wide. The rise above the 100 fm. level is also looking a great deal better to-day; there are very rich stones of copper through the vein, but being so large (12 ft. wide), the stuff that is breaking is of a poor quality.—P.S. I have this moment seen the evening men from the 110; they are not having much success in their search for lead.

GREAT NORTH DOWNS.—T. Trelease, J. W. Crane, M. Jenkin, Nov. 21: At Vivian's engine-shaft we have put in the plunger-cistern, and made everything complete for fixing the plunger-lift in the 57, and shall commence about this work as soon as the castings are sent here for the purpose, which we expect, or has been promised, that it shall all be on the mine in the early part of next week. The lode in the 57, east of the above shaft, is at present producing a little ore, but not of value. The lode in this level, driving west of this shaft, is 3 feet wide, composed of quartz and capel, containing spots of copper ore. The lode in the 57, east of Jenkin's shaft, is 2 feet wide, worth 15¢ per fm. The lode in the winze sinking below the 47, east of the above shaft, is 2½ ft. wide, worth 20¢ per fm. The lode in No. 2 winze, sinking below the 47, west of Vivian's engine-shaft, is 3 ft. wide, worth 8¢ per fm. Job's shaftmen are progressing very well in enlarging the pit in the 65, and hope to resume the sinking of the shaft in the early part of the coming week. The lode in Cock's shaft, sinking below the 55, is 1 ft. wide, worth 8¢ per fm.; we have set a slope in the bottom of this level, west of the latter shaft, to two men, at 80¢ per fm.; where the lode is 18 in. wide, worth 30¢ per fm.

GREAT RETALLACK.—Wm. H. Reynolds, Nov. 24: We have good ground in the adit, and are making good progress both here and in No. 3 shaft. We expect to cut a lode in the adit and shortly, and No. 1 lode, on which we are now opening, has a very promising appearance.

GREAT SOUTH TOLGUS.—John Daw, Nov. 25: The lode in Lyle's shaft, sinking below the 154, is producing 2½ tons of ore, or worth 20¢ per fm. for the length of the shaft. In the 140 east the lode is 1 ft. wide, producing 1½ tons of ore per fm. In the rise in the back of the 125 east the lode is worth 6¢ per fm. for copper ore.—North Lode: In the 90, west of cross-cut, the lode is 1 ft. wide, worth 7¢ per fathom for copper ore. In the 90, east of cross-cut, the lode is 1½ ft. wide, producing stones of ore, but not enough to value. In the rise in the back of this level the lode is producing 1½ tons of ore per fathom. We sampled to-day 103 tons of copper ore.

GREAT WHEEL BADDEN.—J. Hampton, J. Jenkin, Nov. 23: The pitches are looking very well, and the tribute for the next two months varies from 10s. 6d. to 10s. 4d. in 11. We shall sell this week about 3½ tons of tin.

GREAT WHEEL BUSY.—J. Edwards, Nov. 21: The lode in Harvey's engine-shaft, sinking below the 180, has improved during the past week; it is now fully 3½ ft. wide, worth 16¢ per fm. for tin and copper for the length of shaft. The 130, east of Harvey's engine-shaft, is 1½ ft. wide, worth 12¢ per fm. The lode in the 130, driving east of Offord's, is 5½ ft. wide, worth 35¢ per fm. for tin and copper. The lode in Nos. 1 and 2 stopes in back of the 130, east of Harvey's engine-shaft, is worth on an average 25¢ per fm. The lode in the stopes in back of the 130, east of Offord's, is worth 25¢ per fm. We hope to commence sinking Offord's shaft below the 130 next week. We are obliged to suspend No. 1 winze below the 120, in consequence of the water, but have put the men to sink another winze between that and the shaft. We are stopping the bottom of Mathew's shaft in order to drive the 110, east of the same. The lode in the stopes in back of the 110, east of Mathew's, where the lode is large and promising. The lode in the winze sinking below the 100, west of Mathew's shaft, is 3 ft. wide, producing stamping work for tin. The lode in the 50, west of Black Dog shaft, is very large, and producing a little ore, but not of value, but of a very kindly appearance.—Tribute Pitches: The pitch in bottom of the 110, east of Offord's shaft, is worth 20¢ per fm. for tin and copper. The pitches in bottom of the 100, east of Offord's, are worth respectively 12¢ per fm., 15¢ per fm., 16¢ per fm., 15¢ per fm., and 25¢ per fm. for tin and copper; and in back of the 100, east of Offord's, they are worth 12¢ per fm., 12¢ per fm., 20¢ per fm., and 25¢ per fm.; and in back of the 100, east of Mathew's, 12¢ per fm. and 14¢ per fm. In the back of the 90, east of Offord's, it is worth 12¢ per fathom; west of Mathew's, in back of the 90, 15¢ per fm., 20¢ per fm., and 20¢ per fm. for tin and copper. There are several high price pitches working in various parts of the mine, chiefly on arches of ground and stulls, yielding a little tin and copper. The principal object is to sink Harvey's and Offord's shafts below the 130 with all possible speed to the 140, and should the lode prove as productive at the 140 as it is now at the 130, the returns of tin will be greatly increased. We are sinking the 110, east of Mathew's, and also to drive the 110, east of Mathew's. Our monthly returns of copper ore for the next four months will be about 350 tons, and about 10 tons of tin.—Old Hallenbeagle: The lode in Stone's shaft, sinking below the 36, on the north lode, is 15 in. wide, worth full 10¢ per fm. The pitch in bottom of the 40, west of said shaft, is suspended in consequence of water; I cannot say its value, as I have not been able to see it. There are six pitches working in bottom of the 86, east of Stone's shaft, worth respectively—No. 1, 10¢ per fm.; No. 2, 10¢; No. 3, 14¢; No. 4, 15¢; No. 5, 20¢; and No. 6, 30¢ per fm. The south lode, at No. 2, is as far as can be seen is nearly all taken away except a few arches; this is the Welsh Road. We are clearing the deep adit, and taking up the face water, and also clearing the 20, east of Stone's shaft, and also the eastern shaft below the adit. I purpose clearing up the old engine-shaft, on Wheel Road lode, to the bottom, or to the water if there is any there; we find it to be within full 15 fms. of the deep adit. I also purpose clearing Williams's shaft to the bottom, and when this is done, the levels must be extended east to unwater the lode east and west of Stone's shaft. With regard to the western mine, I have not yet been able to go and see it, but shall do so at the first opportunity, and send you my report thereon. The returns here will be from 40 to 45 tons per month, of good quality ore, and should the water drain from the bottom of the 40, the returns would then increase.

GWYDYR PARK.—Wm. Smyth, Nov. 26: We have not taken down any lode in the stopes in back of Gwydyr adit this week; but I expect to do so next. In the end driving on Sbal lode the lode seems to be getting bigger, and more spar in it, which is a good indication; there are also good stones of lead in it. No change in the lode in Gwyn Liffon deep adit since last report; the ground is very hard for driving. Our dressing operations are progressing satisfactorily.

HAWKMOOR.—J. Richards, Nov. 25: I beg to inform you my report of work done since the last meeting, in August 1863. At that time we had driven 15 fms. from No. 3 cross-cut in the vein, and since that we have driven 14 fms. 3 ft. more, making 29 fms. 3 ft. of drift opened at this point; and we have stope the back of this drift 11 fms., which has been medium ground for ore, but I expect the ground that we have yet to stope to be much better. We have put up a rise about 3 fms. from the end of drift in the vein. It is exceedingly difficult to form an estimate of the value of the ground underneath; the east end of the rise is worth 4 or 5 tons of ore per fathom, and above, near the top of the limestone, it is not worth more than 1 ton. We have driven and stope 12 fms. of ore ground in the west end since August; which, together with the other ground worked, has raised nearly 30 tons of ore since the last meeting, part of which has gone to market; and we have 12 tons ready dressed on the floors at present, and not yet cut the cross vein, but the dipping of the beds indicate our near approach to it.

HAWKMOOR.—J. Richards, Nov. 24: The lode in the 30 east is 2 ft. wide, composed of quartz, capel, muddle, and good stones of yellow copper ore—a good looking lode. In the 30 west the lode continues to sink, the ground, however, is easier for progress.—West Hawkmoor: No. 3 lode in the adit level, driving west, is about 1 foot wide, composed of capel, quartz, and muddle. In the cross-cut north of the stopes in the back of this level, towards the north part of the lode, fair progress is being made. The lode in the shaft sinking is about 1 ft. wide, composed of capel, quartz, and occasional good stones of tin ore, and good spots of yellow copper ore.

HINGTON DOWN CONSOLS.—T. Richards, Nov. 26: In the 110, west of Morris's engine-shaft, the lode is for the present unproductive. The stopes in back of the level are worth 18¢ per fm. In the 100, west of Morris's engine-shaft, the lode is 1½ ft. wide, worth 18¢ per fm. In the 85 west the lode is worth 18¢ per fathom, and promising greater improvement. The stopes in back and bottom of the level are worth on an average 18¢ per fm. The stopes in back of the 75 are worth 20¢ per fathom. In the 50, west of the new engine-shaft, no further change has taken place.

KELLY BRAY.—J. James, Nov. 28: We have set a slope in the back of the 55 east to four men, who are despatching the lode at present. The same will apply to the 55 fm. level, and we shall continue to sink the lode until the week, all being well, in order to discover a large piece of the lode; the same being large it can be taken down to a better advantage, and if the lode continues as in sight it will produce a good pile of ore. There is no change of importance to notice at any point which is in operation during the past week in this mine. If any improvement takes place I will at once advise you of it; the machinery is in good working order, and the men are working well and regular in their respective places.

LADY BERTHA.—Capt. Harper and Metherell, Nov. 23: The lode in the 55 east is from 2 to 3 ft. wide, composed of peach, pruner, muddle, and good stones of ore; from the present appearance of this end, we are led to hope for improvement here shortly. In the 41 east no lode has been taken down since our last report; when last cut through it was over 4 ft. wide, consisting of quartz, muddle, and peach, intermixed with spots of ore, with a leader part about 1 ft. wide, producing good saving work. The lode in the winze below the 41 west is 2 ft. wide, composed of ore and muddle, worth of the former 2 tons, or 8¢ per fm. In the 30 east the lode is looking a little more cheering than for some time past, being from 1½ to 2 ft. wide, composed of floucan, peach, and muddle, with occasional stones of ore; we have an increase of water in this end. The lode in the stopes in the bottom of this level (30) is about 2 ft. wide, composed of peach, muddle, and ore, worth of the latter 3 tons, or 9¢ per fm. We are progressing as fast as possible with the completion of the new eastern shaft to the 30. The tribute department continues to yield much as usual.

LANIVET.—J. Tregay, W. Tregay, Nov. 21: The smithy and carpenter's shops are up, and the masons are preparing the slates for the roof; the foundation of the engine-house is all cleared out, and building the same will commence on Monday morning, Nov. 23. This has been set at 2s. a perch, and the masons bound to have it up in seven weeks. A shaft has been commenced on the new south lode, but we are not yet down to the lode. The shaft on the great tin lode being down to the water, we cannot have much change till the engine goes to work, nevertheless, strangers are constantly coming here, owing to the piles of tinstuff at surface.

LEEDS AND ST. AUBYN.—J. Curtis, Nov. 25: The 20 fm. level to drive west of the flat-rod shaft, by four men, at 21. 15s. per fathom; the lode is 9 inches wide, opening out ground at 7s. 6d. in 11. The 20 fm. level to drive east of the flat-rod shaft, by four men, at 31. per fathom; the lode is 2½ ft. wide, passing through ground that will be wrought by tributaries at 10s. in 11. The 10 fathom level to drive east of the flat-rod shaft, by four men, at 21. 10s. per fathom; the lode is 2 ft. wide, opening out ground for tributaries at 6s. 8d. in 11. We have eight tribute pitches, working by nineteen men, at 6s. 8d. 6s. 10s. in 11.

LOWER PARK.—W. Davies, Nov. 24: The 75, driving east, is a little easier for progress, but at present unproductive for ore. The winze sinking below the 30, east of office shaft, is much the same as last reported.

MAUDLIN.—John Tregay, Nov. 21: The lode in the 70 west end is much easier for progress, and producing good stones of ore. The lode in the 70 east is very large; we cannot tell its size, as we have no south wall; the part we are carrying will produce a little copper ore.

MERLINS.—W. Sandoe, Nov. 25: The 20, driving south from cross-cut, towards the supposed new east and west lode, has been driven 5 fms. 3 ft., this driving is on a branch 6 in. wide, composed of spar, clay, &c., in which we find spots of lead and blende occasionally; in driving east from the western shaft the ground at present is rather stiff. In the 20, south of shaft, on the north and south lode, the end has been secured now to the fall within 3 or 4 yards; this I hope to complete in about a week, when we purpose to start driving east. The 20, driving north, is looking better, and yielding a mixture of ore; the slope in the back of this level has rather improved; we broke from here to-day several very good leads.

MINERA UNION.—W. T. Harris, Nov. 26: We have resumed sinking No. 2 winze below the 60 yard level, and progressing very favourably; the lode is 3 feet wide, easy for progress, and producing good stones of lead. The lode in the 80 yard level is rather disordered with white chert, producing good stones of lead occasionally; this end is now within 2 ft. to the north side of the winze. As soon as this is completed we shall commence raising in the back with all speed to communicate with the winze. The slope in bottom of this level is worth 1½ tons of lead per fathom. At Williams's shaft the lode in the 40 yard level is worth 15 cwt. of lead per fathom. No. 1 pitch, in bottom of this level, is worth 1 ton of lead per fathom. No. 2 pitch is worth 15 cwt. of lead per fathom.

MOLLAND.—T. Bennett, Nov. 24: The lode in the 62 east is 3 ft. wide, composed principally of quartz, tinged with red, in which are to be seen good spots of grey ore occasionally, and, on the whole, it bids fair for an improvement; in the same level west the lode is 4 ft. wide, composed of quartz, red iron, and spots of grey and yellow ore. The lode in the stopes in bottom of the 32 east is full 8 ft. wide; the greater part is composed of carbonate of iron, spotted throughout with yellow ore, producing 1½ tons of the latter, and worth so much associated with the iron, it is impossible to dress it to make a high produce.

NANGILES.—J. Rowe, Nov. 25: During the latter part of last week we had to stop our engine to connect the plunger-pole, &c., and to put the stamp-lift to work; this caused the water to rise in the engine-shaft. Just as we got right with this one of our workings failed; we had then to change that. These delays have prevented us from doing much in the 96 or in the engine-shaft for the week. We hope to get the water out to-morrow morning. The lode in the engine-shaft is worth 35¢ per fathom. The lode in the 96, east of the shaft, is worth 25¢ per fathom. The lode in the 96, west, is worth 10¢ per fathom. The lode in the engine-shaft and 96 east is looking very promising for further improvement shortly. On Saturday last we set a winze to sink below the 86 (Bread and Cheese), to six men, at 121. per fathom; the winze to be carried 9 ft. long, and for that length the lode is worth 30¢ per fathom. We have commenced this winze to expedite the opening up of the 96, west of the engine-shaft. The 86 end is poor, and suspended for a time. We have four men raising over the 56, on the tin lode, at 8s. per fathom; lode worth 40¢ per fathom. I would observe, with regard to the water being in, that it is a circumstance to which all mines are subject; if such should be the case with us there is no occasion for anybody to be alarmed, as the delays are only temporary.

NANTOES.—R. Williams, Nov. 25: The rise is producing some good ore, but at present we are only carrying a part of the lode. The eastern end seems to look more promising than it has for some time, and I hope to see an improvement shortly. The water-fall gives good ventilation to the mine.

NETHER HEARTH.—Wm. Vipond, Nov. 21: The end of the level has been harder for driving this week, and we have not cut the east and west vein, as we expected. We have just come upon a thin seam, or flat, of ore; it goes right across the forehead. It is of no particular value as yet, but, as we are still a few feet from the east and west vein, we calculate on having something good before reaching it.

NEW BIRCH TOR AND VITIFER CONSOLS.—J. Lean, J. Symons, Nov. 20: Hambley's Shaft: In the 48 west, on the main lode, the lode is 10 inches wide, chiefly composed of quartz and iron, and spots of tin. In the 48 east, on the north lode, the lode is 8 inches wide—kindly but poor. In the 36 west, on the main lode, the lode is 1 foot wide, worth 5¢ per fathom. In the 36, on the north lode, the lode is 1 foot wide, worth 6¢ per fathom. In the 24 east, on the north lode, the lode is at present small and poor. In Warne's winze, in the bottom of this level, the lode is 15 inches wide, worth 15¢ per fathom. In the 12, on the north lode, the lode is 9 inches wide, worth 10¢ per fathom. In the cross-cut in the east level, on the main lode south, no change has taken place since last report. The pitches continue to yield about the same quantity of tin as for some time past—on the whole, looking very well.—Lance's Shaft: In the cross-cut north, in the deep adit level west, no lode has been as yet met with. There is no change to notice in the pitches in this part of the mine.

NEW BIRCH TOR.—Capt. Trelease, Nov. 24: The 55, driving east, is producing good stones of ore, and is looking very promising for improvement. The pitch in back of the 55 is much improved, and the tributaries are breaking some good work. The pitch in the high back of the 55 is also much improved. The new pitch, in back of the 22, is worth about 5 cwt. of lead per fm.

NEW TRELEIGH.—S. Mitchell, Nov. 25: There is a strong masterly lode in the rise in back of the 90, east of Carr's engine-shaft, with good stones of ore. The slope in back of the 80, east of the above shaft, is not altogether looking so well as it did last week. Water is issuing freely from the lode in the 70, west of the cross-course, which induces us to anticipate an early change. The rise in back of the 60, west of the shaft, is up 6 fms. the lode not quite so large, but still ore. The lode in bottom of the winze sinking under the 50 is improved both in size and appearance. The shaftmen will complete the cutting of ground and timbering Good Fortune shaft to the 80 by Friday, when we shall draw from that level at once with the steam-whim. The stopes in back of the 70, east of Symon's shaft, are improving. The stopes in the 70 fathom level end, west of this shaft, are at present disordered, but producing a little ore. The winze sinking below the 60, west of said shaft, is worth 7¢ per fathom. The tributaries are busy clearing their pitches, and getting ready for work on Friday, the 27th inst.

NEW WHEEL MARTHA.—H. Rickard, Nov. 26: There is no alteration in the 64 and 74 since last reported, as but little has been done in consequence of the men being engaged at capatan, in sending down plunger bottom, &c., which would have been all complete before this, but owing to the breaking of our main rod, has thrown the water in the bottom part of the mine. The mine will be in for to-morrow morning, all being well. The stopes to the west of No. 1 winze, below the 52, are worth for copper ore 12¢ per fm.; this slope will improve as we progress. The slope east from winze will yield a little copper ore per fm., worth 3¢. 10s. per ton, or 60¢ per fm.; this is the splendid course of ore. The slope in back of the 53 is not quite so good, worth about 12¢ per fm. The tribute pitches are, upon the whole, a little improved. I hope our next sale of ore will much exceed the last in price and quantity.

NEW WHEEL PROSPIDNICK.—W. Bishop, Jun., Nov. 21: There is no change in any of the tubwork bargains throughout the mine since my last report. I have set the 20 cross-cut to drive north of Watson's lode 5 fms., or cut the north branch, to six men, for 321. 10s. per fm.

NORTH BULLER.—R. Fryer, H. Harvey, Nov. 21: Engine-shaft: The lode in the 100, east of cross-cut, is 3½ ft. wide, composed of muddle, peach, and spar, with good stones of yellow copper ore; this end is driven east of cross-cut 8 fms., and letting out a large quantity of water, which we regard as a favourable indication; driving by six men, at 121. per fm. The 100 cross-cut is driven south of shaft 9 fms., and south of the lode we are driving on east of cross-cut 20 fms.; within the last 10 or 12 days we have cut in this cross-cut a large stream of water, which has increased the working of the engine full one stroke per minute, but no lode has yet been met with; the end is principally composed of spar, with spots of muddle, driving by six men, at 121. per fm. The lode has been driven east of 4 fms. 3 ft., in a lode from 2 to 3½ ft. wide, composed of muddle, peach, blende, and spar, with good stones of copper ore; driving by four men, at 71. per fm. The 40 has been driven east of cross-cut, on the north lode, about 60 fms. behind the end, 15 fms., they left the main part of the lode standing to the south of the level, which we are now driving on by two men, in a lode 10 in. wide, and producing some rich grey and black copper ore; the bearing of this is nearly east and west, and as it is all in whole ground, and the ore very rich, a still further trial should be made at this point. In conclusion, we beg to make the following remarks as to the future of the mine:—No time should be lost in pushing on with the driving of the 100 east end of cross-cut, the lode being large, and of a promising character.—2. To make a further trial on the north lode at the 40, and should this go on to improve we should recommend a cross-cut to be put out at the 100 to intersect the same, as this lode has never been seen below the 50, and we believe that when these important points are fairly developed in such a locality as this, it will open up a mine that will well pay the adventurers this early outlay. Our engine and pitwork are all in good condition, and working well. Our cost in future will be much lower.

NORTH CROFT.—Wm. Thomas, Jun., Nov. 25: In the 170 east the south part is the main part of Reeve's winze, worth 121. per fm. In the 170 west the lode is worth 61. per fm. In the 160 east the lode is worth 181. per fm. In the winze under the 150, east of Prisd's shaft, the lode is worth 181. per fathom. The stopes are, on the whole, looking very well.

NORTH DOWNS.—Francis Pryor, John Grenfell, Nov. 25: Saturday last being our regular pay-day, we set the following bargains:—King's engine-shaft to sink below the 72 by six men and three boys, at 311. 10s. per fm.; now down 7 fms. 3 ft. 6 in.; sunk last month, 8 ft. The 72 to drive east of this shaft by four men, at 91. 10s. per fm.; end producing stones of ore. A rise in back of this level by four men, for the purpose of proving the lode, and for ventilation. The 60 to drive west of this shaft by two men, at 41. 18s. per fm. A cross-cut to drive south of main lode in the 50, west of shaft, by two men, at 71. per fm., as we are of opinion there is a part of the lode standing in that direction. The 60 to drive east of King's shaft by six men, at 81. per fm.; lode foot wide, producing stones of ore. The 60 to drive east of Bennett's shaft by six men, at 151. per fm.; the lode in this end is presenting a better appearance than it has for some time past, now worth 101. per fm. The 60 to drive east of this shaft, on the south lode, by two men, at 31. per fm. A winze to sink below the 50, on the south lode, east of Bennett's, by two men, at 41. per fm.; lode producing saving work. A rise in back of this level, east of shaft, by four men, at 41. per fm.; lode producing about 1 ton of ore per fm. This rise, when communicated with the level above, will lay open some good

tribute ground. The 30 cross-cut to drive north of Bennett's by four men, at 91. 10s. per fm. There is a very pretty channel of ground in this end, and it is letting out an increase of water, which we believe we are approaching. The tributaries at this level throughout the mine are looking just as for some time past. We shall sell, on Thursday next, 167 tons of ore of usual quality.

NORTH JANE (Special Report).—E. Richards, Nov. 21: The lode in the engine-shaft, sinking below the 30, is 2½ ft. wide, worth 101. per fm. In the 30, driving west of same, the lode is very large. Not found the north wall as yet. This is the main lode; worth fully 181. per fathom. At this point a counter tin lode formed a junction with the main lode, which is still standing south, 1 ft. wide, worth 101. per fathom. In the 30, driving east, the lode is 6 inches wide, worth 61. per fathom. At the back of this level there are two pitches working, at 11s. in 11. There is also a cross-cut driving south to cut the silver gossan lode, from which they have raised large quantities at a shallow depth on the back of the same. I consider this to be a good speculation. The 20, driving east of the said shaft, which is driven from 2 to 3 fathoms; it has been suspended for the last twelve months; lode 2½ feet wide, now driving on tribute. The 20 west has been suspended for some time. By driving this end a few fathoms further would unwater the western part of the mine, and enable them to sink gossan shaft, and when communicated to this point it would ventilate the mine and lay open tin ground for a considerable height and length, and also make the shaft available to this level, which would enable them to discharge a great deal more tinstuff to surface. The 10, east of the said shaft, is driven 10 fathoms; lode 1½ ft. wide, of a very promising appearance—tinny throughout; in the latter-named level the ground has been worked above and below by tributaries, and gone in advance of those ends. Had this ground been fairly developed I think it could be taken away at 30¢ per cent. less. In conclusion, I would remark I consider this to be a very promising mine, if fairly developed; the lode in going down is improving in appearance. I find in the upper levels the peach of a dark blue nature; in the deeper ones a light blue, which I think is more congenial for tin. I would recommend the driving of the 30 east and west, and also the 10 east and west. I also examined the tin sample-book. I find that the average produce is 1 qr. 18 lb. of tin to the ton of stuff for the last twelve months, which is above the average of half the tin mines in the county. In order to carry on the operations of the mine, so as to bring it into a remunerative position, you should at once erect a water-wheel of sufficient power to drive at least 16 heads of stamps, and I have no doubt if you carry out my suggestions that you would be able to return from 6 to 7 tons of tin per month. To do this your outlay, I calculate, would amount to 7000. to 8000. with an increase of 16 or 20 underground men. I have not seen a young mine holding out fairer prospects for a considerable time; and, of course, as you develop the ground you may expect increased returns monthly.

NORTH LAXEY.—R. Rowe, Nov. 19: Since my report of the 10th inst. I see nothing special or new in the mine to report. We are progressing as fast as possible with the surface work in order to get up the new wheel. The top of the new shaft, from surface to adit, is timbered and completed, and the shaftmen are now engaged in straightening portions of the shaft below. The stopes in the roof of the 80 are yielding some nice ore, and the end of the level about 1 ton of lead per fm., but the ground in this end has become unusually hard.

NORTH LAXEY.—J. Horsley, Nov. 24: The 50 continues the same, with very hard and tight ground; it looks a little better again in lead. We have a nice rib of lead in the end, about 2 in. wide from roof to sole; the vein is about 3 ft. wide. I think we shall get a change soon, as there is little open joints coming in the end. The lead above, in the 38 winze, continues much the same as when you were here. The lead in the roof of the 50, near the shaft, looks about the same, with lead in and out. The shaftmen are going on with their work above, making the shaft lineable. The surface-men are also getting on with the wheel-couse as quick as possible. We shall have a little more lead in the house this week again.

NORTH MINERA.—J. Dunkin, Nov. 25: We are getting on favourably with the sinking of the eastern shaft under the 25; no change in the character of the ground. In the 25, east of the cross-cut, the lode is still large, and will produce 1 ton of lead ore per fm. The 25, driving west of cross-cut, is without alteration, and will produce 1 ton of lead ore per fm. The stopes in the bottom of the 15, east of said shaft, will produce 1 ton of lead ore per fm. The stopes in the bottom of the 45 yard level will produce 2 tons of lead ore per fm.

NORTH NANTY-MWYN.—E. Williams, Nov. 24: The men are through the lode north of the shaft; the ground has altered a great deal since last report. It is now a great deal softer, and spots of ore all through. I have ordered the men to drive south of the shaft, so that we may ascertain the full width of the lode, and then to drive west on the course of the lode, under the course of ore which is to be seen in the stopes above. Specimens of ore from the stopes are to be seen at the offices of the company.

NORTH POOL.—J. S. Phillips, J. Pope, Nov. 23: Robert's engine-shaft has been sunk by twelve men to the depth of 20 fms., and is substantially timbered to receive pitwork for pumping and double line of railway for steam drawing when required, which latter is now being, and will be, performed by horses, until a depth of 48 fathoms under adit has been attained. Ballast shaft has been timbered down to the 10 under adit for pitwork and double railway, with similar surface appliances for winding, and all the necessary work executed to receive the pitwork, consisting of a 12-inch pole that has been fixed at the bottom of perpendicular shaft complete for pumping. Bearers have been placed below this for dropping a 12-inch bucket lift on the diagonal shaft to the 24, after the water is drained to the bottom of plunger-lift cistern. Thus far completed this work awaits the pumping-rod from the engine, and, having seen performed during the summer's ebb of water, has saved much time and money by avoiding the expensive inconvenience of having to pump the water out by the engine before anything could be fixed, during the winter's flow of water to the adit level. The pumping-beam stand is also completed at this shaft. The adit driving west of this shaft continues to expose a most interesting lode, containing the association of copper with iron pyrites, blende, and spots of copper ore equally disseminated throughout. We require and recommend that a 60-in. pumping-engine be erected at the new engine-shaft, to prosecute the work as expeditiously and efficiently; and we take this opportunity to affirm, without fear of refutation, that no undeveloped mining property in Cornwall is more likely to pay the adventurers 100,000£, for 30,000£, outlay than the enormous extent of unexplored ground containing the various lodes of this mine.

NORTH ROSEWARNE.—J. S. Phillips, J. Tyacke, Nov. 23: The engine-shaftmen have been engaged cross-cutting and squaring ground for bearers and clatern for pumping-lift, preparatory to receiving the pitwork, when this shaft will be complete for receiving the main rod from the pumping-engine. The deep adit level is being extended westward, by six men, at 70s. per fm., on No. 3 lode, which has been cross-cut to 3 ft. in width, and is composed strongly of gossan and friable quartz, and although containing less mineral than when last cut through, it is more promising for mineral in depth, because of the greater depth and quantity of gossan; the appearance of this lode throughout our progress demonstrates copper ore beneath, and we entertain strong hopes of finding shallow deposits even at this level nearer the cross-course, which is still some 60 fms. further west.

NORTH WHEEL BASSET.—T. Granville, G. Davey, Nov. 20: Tutwork Setting: The 152 cross-cut to drive south of the flat-rod shaft, by six men, at 201. per fm. The 152, driving east, to drive north, to drive north, to drive north, at 151. per fathom. The 142 to drive east of the flat-rod shaft, by four men, at 111. per fm. The plat to cut

WHEEL KITTIE (Uny Lelant).—A. Anthony, Nov. 26: The lode in Wickett's shaft, sinking under the 80, is improved, worth at present 85. per fm. The lode in the 80,

of Wick's, is 10 inches wide, worth 61. per fm. The lode in the 70 east is 6 in. wide, worth 71. per fm.; the same lode west is opening fair tribute ground. The winze sinking under the 60 west is holed to the 70. The lode in the winze sinking under the 60 east is 6 in. wide, worth 81. per fm. The lode in the 60 east end is 8 in. wide, worth 61. per fm. The lode in the winze sinking under the 50 east is 10 in. wide, worth 161. per fm. The lode in the 50 east end is small, and of little value. The lode in the 30 east is 6 in. wide, worth 41. per fm. The North Bessie lode in the 140 is 8 in. wide, worth 101. per fm. No other alterations to notice.

WHEAL MARGERY.—M. James, W. Rogers, Nov. 26: The necessary ground is cut, and penthouse fixed at the 122, and shall offer to let the shaft tomorrow, 10 fms. in one lamp. In the 122 east the lode is worth 41. per fm. In the 122 west the lode is worth 101. per fm. In the 110 east the lode is worth 151. per fm. In the 110 west the lode is producing stones of ore. In the winze in the bottom of the 110 west the lode is worth 201. per fm. In the winze in the bottom of the 110 west the lode is worth 121. per fm. In the 100 east the lode is producing stones of copper ore. At Welliesley's shaft the lode is spotted with copper ore, but not enough to value. No other change.

WHEAL MARY ANN (Liskard).—Peter Clymo, H. Hodge, J. Harris, J. Stevens, Nov. 26: Clymo's shaftmen are still engaged cutting a trip-plat in the 190 fm. level. In the 180, north of Clymo's shaft, the lode is 2 feet wide, worth 71. per fm.; in the same level south it is 1 1/2 feet wide, worth 81. per fm. In the 170 south it is 2 1/2 feet wide, worth 61. per fm.; in same level, north of Follard's shaft, it is 3 ft. wide, worth 51. per fm. The stopes and pitches are producing much as usual. We sampled, yesterday, two parcels of lead ore; No. 1, composed 50 tons, and No. 2, 30 tons, for sale on Dec. 2.

WHEAL NORRIS.—W. Baguley, J. Andrews, Nov. 21: Cremorne Engine-shaft: The lode in the 52 fm. level, driving east of this shaft, is 1 ft. wide, and has a better appearance; there is tin in it, but not to value. There is no change to notice in the ground in Carter's shaft since last report. The No. 4 lode, in the 35 fm. level, driving east of this shaft, is 3 ft. wide, worth 91. per fathom. The stopes in the back of this level, west of shaft, is worth 71. per fathom. The No. 4 lode, in the 25 fm. level, east of shaft, is 5 ft. wide, worth 91. per fathom. The stopes in the back of this level is worth 71. per fathom. The wheel-pit lobby is completed, and we are making good progress in excavating the great wheel-pit. We cannot proceed any further in putting in the new stamps until we get the connections of the stamps' axes; we have written for them, but they are not sent down up to this time.

WHEAL PAR.—J. Beard, Nov. 25: The south lode in the 10, going east, is looking very well, with first rate work in it. The stopes in back of the 10 east are looking well. Other parts of the mine as usual.

WHEAL SPARNON.—Wm. Tregay, E. Chegwinn, Nov. 21: The men are getting on very well with cutting down the engine-shaft. We expect to commence clearing away foundation for engine and boiler-houses on Monday morning. Being so near the road and town, and having to cross a public path by our machinery, we have had to deposit our plans of working with the Redruth Board of Health. We purpose crossing the public path by turning a good stone arch over it, thereby rendering it secure against any chance of accident.

WHEAL UNION.—T. Glanville, Nov. 25: The lode we cut this morning in the 60 cross-cut, north of East Carn Brea set, is producing rich copper ore, with a large stream of water issuing from it; it will require some days to see its size and value. Nothing new in the other parts of the mine.

WHEAL UNITY CONSOLS.—W. H. Reynolds, Nov. 24: There is no change of importance since my report for the meeting last week.

WHEAL UNY.—S. Coade, M. Rogers, Nov. 21: There is no change of importance to report on this week in the tin lode. We sold to-day 14 tons 5 cwt. 2 qrs. 11 lbs. of black tin, for which we send you the tin bill.—Copper Lode: The lode in No. 3 shaft is of a promising character, worth 41. per fm. for copper ore. The lode in the 58 west is split up in branches in the elvan, and not of much value, but we anticipate an improvement as soon as it leaves the elvan. The new engine-shaft is looking favourably. We hope to sample about 55 tons of copper ore on Wednesday next. **WORYAS DOWNS.**—R. Harry, Nov. 25: The 60 east is driving through a large promising lode, yielding a little tin, but not sufficient to value; the stopes working in bottom of this level are worth 71. per fm. The stopes below the 60, east of the engine-shaft, are worth 81. per fm. We are pushing on the 20 cross-cut south with all speed, and by the end of this month we expect to intersect the south part of the lode, which produced large quantities of tin during the last working. In clearing up the winze below the 20 west the men are making good progress. In the 10, driving east, the lode is 8 inches wide, tinny throughout, and looks promising to improve as we advance. In the winze sinking below this level there is no change to notice since last report. The carbons over the 10 shaft is looking favourable, and producing good work, worth 91. per fm. In the deep adit east the lode is 10 in. wide, regular and well defined, but nothing of importance has yet been met with. There is no other change to notice.

GREAT WHEAL BUSY.—An important improvement has taken place in sinking Harvey's engine-shaft; the lode is 3 1/2 ft. wide, and is now valued at 151. to 201. per fm. for tin, and, from appearances, will continue to improve in sinking. To get this shaft to the 140 will be of the greatest importance; now down nearly 7 fms. below the 130. The run of tin ground in the 130 from engine-shaft, to the 150 east of Offord's, is 35 fms. long, valued at from 151. to 161. per fm., and the 130 end east valued at 351. per fm.; the stopes valued in the back at 231. and 251. per fm. It is quite evident from the change that has taken place in the shaft and bottom level that Great Wheel Busy will become a great tin mine. At Old Hallenbeagle the runs of ore discovered continue exceedingly productive. The pitches are valued at 351., 201., 151., 141., and two at 101. per fm. each. They are now clearing up the old engine-shaft on Whal Rose lode, and some of the old miners report the eastern levels on this lode will be found more productive than the north lode. This set should be divided from Great Wheel Busy proper, and worked as a separate adventure, when good profits would soon be realised.

BOSCAWEN MINE.—From the improvements at this mine the property will be soon in a paying condition; the workings are on two good runs of copper ore. The ore gone down below the 50 dips east, and the run of ore in the 60 west. These two shoots of ore will meet about the 80. At the junction a rich course of ore may reasonably be expected. The points in operation are thus valued:—the 70 west is worth 101. per fm. (this end is not yet up to the run of ore ground); stopes in the 60, 181. per fm.; No. 1 winze, below the 60, 251. per fathom; No. 2, fully 251. per fm.; in the 60, west of No. 2, from 251. to 301. per fm.; and the winze sinking below the 50, 251. per fathom. This winze is in advance of the 60 and 10 fms., and, from the improvement in the 60 end, the shoot of ore may be cut in a fathom or two. Hunter's shaft is down to the 80, and the end driving to come under the ore ground; 60 tons of ore were sampled this month, and the ore for the next two months will exceed 150 tons. The ground in which the lodes are embedded is a light blue killas, and the ore of rich quality, an important consideration to the monthly profits. I strongly recommend an early inspection of the property to those speculators who invest in progressive mines previous to a great rise in market value.

SMALL LOCOMOTIVES.—Messrs. Manning, Wardle, and Co., of Leeds, have recently been making several 6-in. cylinder tank-engines, for mineral purposes, and have just taken two, in steam, to Boleckow and Vaughan's Ironworks, at Middlesbrough-on-Tees. The distance is 70 miles, and the consumption of coke was under 3 1/2 lbs. per mile. During the journey (Nov. 3) with the first engine, as a trial, she ran 9 miles in 14 1/2 minutes, or at the rate of 37 miles per hour. And with the second engine (Nov. 11) she ran 5 miles in 7 1/2 minutes, or at the rate of 40 miles per hour. The cylinders are 6 in. diameter and 12-in. stroke, fixed outside the frames. The wheels are 2 ft. 6 in. diameter, and all coupled together; in fact, a small edition of Messrs. Manning, Wardle, and Co.'s elegant little Exhibition engine. There was not even a sign of a hot bearing in either case. The engines attained a speed of 40 miles per hour with a 2 ft. 6 in. wheel, making 672 revolutions per mile, or 448 per minute, the piston speed being 890 ft. per minute. If we compare this with an ordinary passenger engine (say 6-ft. wheel and 22-in. stroke) we find that, supposing the pistons, in both cases to travel at the same speed, we get 623 miles per hour for the larger engine, which is nothing very remarkable, although a good performance. But if we cause the 6-in. wheel to revolve the same number of times (448) per minute, as this little engine-wheel did, we get a speed of 96 miles per hour. Looking at the speed of the periphery of the 2 ft. 6 in. wheel, the performance stands unequalled; and when it is considered that the eccentric, pumps, and motion worked at the same speed, and all remained perfectly cool, and that in both cases the engines ran particularly steadily, it speaks well for the design and workmanship of the engines.

MANUFACTURE OF CAST-IRON.—An invention which consists essentially in mixing with melted pig or cast-iron, which it is intended to form into castings, a quantity of melted steel, semi-steel, or malleable iron, which said metal has been obtained from refining or decarbonising melted pig or cast-iron by the pneumatic process, in order by this admixture to strengthen and improve the quality of the said pig or cast-iron, has been patented by Mr. Robert Mushet, of Coleford. He does not claim the addition of malleable iron in the solid state, made by the puddling process, to pig or cast-iron, and the melting of these substances together in order to improve the quality of the pig or cast-iron, as he is aware that this has already formed the subject of a patent claim.

GEOLOGICAL SOCIETY OF LONDON.—Nov. 18: Prof. Ramsay (President) in the chair.—Chas. Tylor, F.R.S., Holloway-place, Holloway, N., was elected a Fellow.

The following communications were read:—**F.G.S.** 1.—On the Fossil Corals of the "Lias," Part II., by F. Martin Duncan, M.B., 2.—"Notes on the Fossils from Japan," by Capt. Bullock: communicated by Sir R. I. Murchison, K.C.B., F.R.S., F.G.S.

3.—On some Miocene Mollusca from Mount Sida, in the Island of Java, by H. M. Jenkins, F.G.S.; with a Description of a new Coral from the same locality, and a Note on the Scindian fossil Corals, by F. Martin Duncan, M.B., F.G.S.

The following donations to the Society's museum were exhibited:—A Wollaston's Reflecting Goniometer, presented by L. Horner, F.R.S., V.F.G.S. A collection of Rock Specimens from the Region of the forty-ninth Parallel of Latitude, presented by H. Baerman, F.G.S.

On Dec. 3, the following papers will be read:—1. "On the Correlation of the Oligocene Deposits of Belgium, Germany, and Southern England," by Herr Adolf von Koenen, communicated by F. E. Edwards, F.G.S.—2. "On the Liasic Strata of the Neighbourhood of Belfast," by Ralph Tate, F.G.S.—3. "On Palaeozoic Strata in the vicinity of the Bosphorus," by W. R. Swan: communicated by Sir R. I. Murchison, K.C.B.

LONDON ASSOCIATION OF FOREMEN ENGINEERS.—On Saturday next, at 8 o'clock, Mr. Stanley will read a paper on a "New Slide-Lift Motion for Steam-engines," at 25, St. Swinburn's-lane, City.

WEATHER PREDICTIONS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In my last letter I stated that some singular phenomena would occur between the 25th and the end of the month; and as this was the first that had occurred of the kind since I made my discovery, I did not know how far the one would neutralise the other; this neutralisation has to some extent taken place. To all appearance we are at present placed between two strong currents of wind. The effect has been to send up the mercury in the barometer to 30.40 inches; but this will only defer the winds and unsettled weather for a few days—not later than December 1. The winds and gales for December will occur about the following dates:—From the 1st to the 9th, winds more or less violent; the 15th to the 17th, again from the 23d to the 29th, the weather generally, with the exception of some light frosts, will continue mild for some time.

26, Throgmorton-street, Nov. 26.

GEORGE SHEPHERD, C.E.,
Author of the "Climate of England."

* With next week's Journal we shall publish a SUPPLEMENTAL SHEET, in which will appear—A Mining Tour in North Wales; the Cost-book System, with Limited Liability; "Manual of the Metalloids;" the Glasgow Mining School; Vanadium in Pig-Iron; the Intersections of Lodes; Smelting Iron; the Australian Colonies; New Zealand; the Edmond's Main Catastrophe; A Visit to the Gold Region of Canada; Railways in Mountainous Districts (with Engraving)—Application of the New Fanicular Principle.

* With last week's Journal a SUPPLEMENTAL SHEET was given, which contained—The Lives of Mechanical Celebrities; Geometrical Drawing; Waste, Nuisance, and Trespass; Mining in South Australia—Monthly Summary, and Mine Reports; St. John del Rey Mining Company—Consecration of a Catholic Church; Terrieio Copper Mining Company (Tuscany); Suggested Improvement in Practical Mining—Portable Riveting Machine; Position of Lodes; Foreign Mining and Metallurgy; Manufacture of Tin-plates; Treating Tin Ores; Robinson's Share Tables; Money Lending—Cross v. Graham.

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET—LONDON, Nov. 27, 1863.

COPPER.		£ s. d.		BRASS.		Per lb.
Best selected	ton	101 0 0	—	Sheets	.....	94d.-10 1/2d.
Tough cake	.....	98 0 0	—	Wire	.....	94d.-
Tin	.....	98 0 0	—	Tubes	.....	10 1/2d.-
Burra Burra	.....	100 0 0	—	FOREIGN STEEL.		Per Ton.
Copper wire	..... lb.	0 1 0 1/2	—	Swedish, in kegs (rolled)	15 10 0	—
ditto tubes	.....	0 1 1	—	ditto (hammered)	15 10 0	0 0
Smelting & bolts	..... ton	102 0 0	—	ditto in faggots	17 0 0	0 0
Bottoms	.....	110 0 0	—	English, Spring	18 0 0	0 0
Old (Exchange)	..... lb.	0 9 1/2	—	Bessemer's, Engineers Tool	4 0 0	—
IRON.				Spindle	.....	30 0 0
Bars, Welsh, in London	.....	8 10 0	—	QUICKSILVER	.....	7 0 0 p. bottl
ditto, to arrive	.....	8 10 0	—	SILVER.		Per Ton.
Nail rods	.....	8 15 0	0 0	Foreign	.....	18 7 6-18 10 0
Stafford, in London	.....	9 5 0	0 0	To arrive	.....	18 10 0
Bars	.....	9 10 0	0 0	ZINC.		
Hoops	.....	10 10 0	0 0	In sheets	.....	25 0 0
Sheets, single	.....	11 5 0	0 0	TIN.		
Fig. No. 1, in Wales	.....	4 10 0	—	English, blocks	.....	112 0 0
Refined metal, ditto	.....	4 0 0	0 0	ditto, Bars (in barrels)	.....	112 0 0
Bars, common, ditto	.....	7 0 0	0 0	ditto, refined	.....	112 0 0
Ditto, merchant, in Tees	.....	6 12 0	—	Banks	.....	114 0 0
Ditto, railway, in Wales	.....	7 0 0	0 0	Straits	.....	113 0 0
Ditto, Swed. in London	.....	12 0 0	—	TIN-PLATES.		
To arrive	.....	12 0 0	—	IC Charcoal, 1st qu.	.....	1 0 0-1 10 0
Fig. No. 1, in Clyde	.....	3 3 0	0 0	IX Ditto 1st quality	.....	1 15 0-1 16 0
Ditto, f.o.b. in Tees	.....	2 10 0	0 0	IX Ditto 2d quality	.....	1 6 0-1 7 0
Ditto, forge, f.o.b. in Tees	.....	2 5 0	0 0	IX Ditto 2d quality	.....	1 12 0-1 13 0
Railway chairs	.....	8 10 0	0 0	IX Coke	.....	1 3 6-1 4 6
" spikes	.....	11 0 0	0 0	IX Ditto	.....	1 9 6-1 10 0
LEAD.				Canada plates	.....	12 10 0-13 0 0
English Pig, ordry, soft	.....	5 0 0	0 0	In London; 90s. less at the works.		
Ditto (WB)	.....	21 7 6	21 10 0	Yellow Metal Sheathing	.....	p. lb. 9 1/2d.-
Ditto sheet	.....	20 15 0	21 10 0	Sheets	.....	p. lb. 9 1/2d.-
Ditto red lead	.....	21 10 0	22 0 0	Indian Charcoal Pigs	.....	10 0-6 12 6
Ditto white	.....	26 0 0	27 0 0	In London		
Ditto patent shot	.....	23 0 0	—	At the works, 1s. to 1s. 6d. per box less.		
Spanish	.....	19 10 0	—			

REMARKS.—No very important alteration has occurred in the Metal Market during the past week, although some minor changes have taken place. The present unsettled state of affairs in Denmark and Germany, and the possibility of war arising between these two powers, has not been without its influence upon the market, especially upon that metal most connected with the latter country, which it has caused to become very much firmer in price, and is likely still to become more so, should matters take an unfavourable turn. Some other metals, not yet acted upon, have suffered a depreciation in value, and from various causes still show a drooping tendency. The market generally may be described as lacking energy, with the exception of iron, which continues to evince considerable activity.

COPPER.—The market remains steady, and none can be obtained under fixed prices from first hands, though some parcels, in second hands, are obtainable at a trifle under the quotations. In foreign but little business is doing, and the nominal prices may be stated of Burra Burra as 991. to 1001.; and of Kapunda, 1021.

IRON.—The iron trade fully maintains the improvement experienced for the last few months. In some places there are orders in hand which will last till February next. The railway and shipbuilding demand is large, and seems likely to increase, considering the railways now in progress and to be constructed, and the extending use of iron for ships. English iron, in stock in London, has advanced to 81. 10s.; and rails have also advanced, and cannot now be obtained under 71. to 71. 10s. at the works. Swedish iron has somewhat given way in price, and may now be quoted at 121. Scotch pig-iron has been in great demand during the week, and has been steadily advancing in price; the fears as to the money market which lately operated have been quite dispelled, and large purchases have been made. The last advices from Glasgow state that business was done at 65s. 6d., cash, and 66s., up to 66s. 9d., three months, closing buyers at 65s. 4 1/2d., and sellers at 65s. 6d., cash.

LEAD. is only in moderate demand, at 201. 7s. 6d. to 201. 10s. for English pig, and 211. 10s. for WB.

TIN.—On the 23d inst. the smelters announced a reduction in English of 31. per ton, making present prices—blocks, 1121.; bars, 1131.; and refined, 1171. This reduction had been anticipated in previous sales, and such is the state of the market that it can even now be bought about 30s. under fixed rates. In foreign the market is still drooping; sales of Straits continue to be made at 1131. cash, and Banca at 1141. cash, and 1151. three months.

SPELTER.—As noticed in our leading remarks, this metal has improved. The market has become much stronger, and the price gradually advanced. Some hundreds of tons have been sold at 181. 5s., and more recently 50 tons on the spot have fetched 181. 7s. 6d., and a parcel for January delivery 181. 10s.; and 100 tons WH, for same delivery, 181. 7s. 6d.; and, altogether, the prospects of the market are very encouraging.

STEEL.—Prices remain as last quoted.

TIN-PLATES.—The demand continues very good, and the prices are firm at the quotations.

QUICKSILVER.—The demand is still very large, and the supply totally inadequate to meet the same at present.

In the MINING SHARE MARKET general business has not been very active, though there has been a good deal of speculation in one or two mines; and the settlement of the fortnightly account early next week will be particularly heavy, especially in East Russell, which, this week, has gone through its usual phases of fluctuation and uncertainty. For investments a good many purchases have been made in South Caradon, West Seton, Wheel Seton, Wheel Trelawny, West Chiverton, Pendean, Wheel Uny, St. Day United, Condurrow, Camborne Veau, Wheel Hooper, Herodsfoot, Wheel Basset, Wheel Crebber, South Tolgus, Wheel Grylls, and a few other mines. Among more speculative mines the largest business has been done in East Russell, Wheel Crebber, Wheel Union, Gonamena, South Caradon Wheel Hooper, and others. West Chiverton shares, after advancing to 55, leave off 54 1/2 to 55 1/2; East Chiverton, 6 to 6 1/2; Chiverton Moor, 6 1/2 to 6 1/2; Wheel Chiverton, 9 1/2 to 10 1/2. East Lovell shares advanced to 11, then suddenly declined on Wednesday, and receded to 9, leaving off 8 1/2 to 9 1/2. East Russell shares have fluctuated almost every hour, and leave off 4 1/2 to 5 1/2; the 120 is now poor, but has been worth an average of 601. per fathom for 5 to 6 fathoms long, at a place where it was poor in the 110, and in 3 or 4 fathoms further driving it will be under the best part of the lode in the latter level; an improvement is also expected in the winze below the 110; the 120 has been a much better level, on the whole, than the 110, and any day may see a good improvement again. The falling off in the lode in the 120, when announced, did not seriously affect the shares; indeed, they rather improved upon it, and, owing to the heavy "bear" account, it is thought they may be much higher before the settling is over. Wheel Trelawny shares, 20 1/2 to 21 1/2; the mine made a profit of 11851. 12s. 5d. on the quarter, and after payment of a dividend of 12s. 6d. per share there was a balance of 10091. 4s. 2d. carried over. The ends in the mine, in the aggregate, are worth 551. per fm.; and "by adhering to the principle of sinking shafts and driving levels with all dispatch possible," the agents say "it may be looked upon as a lasting mine." Bedford United, 2 1/2 to 2 1/2; Camborne Veau, 3 1/2 to 3 1/2; Central Minera, 2 to 2 1/2. East Basset, 57 1/2 to 60, ex div.; at the meeting the accounts showed a profit of 8021. 3s. 5d. on the two months' working, and a dividend of 21. per share (10241.) was declared, leaving 7941. 11s. in hand. The mine is

generally poor. Wheel Agar, 3 to 3 1/2; at the meeting the accounts showed a balance against the company of 2111., and a call of 7s. per share was made. Some good stones of ore were brought up the 90 east, on the north lode, on Wednesday. East Caradon shares have been firmer, up to 26 1/2, but leave off 26 to 26 1/2. West Basset, 10 to 11; at the meeting the accounts showed a credit balance of 85381., and a dividend of 11s. per share was declared. Clifford Amalgamated, 36 to 37; Condurrow, 107 1/2 to 112 1/2; Cook's Kitchen, 21 to 23; East Carn Brea, 6 1/2 to 7; East Gunns Lake and South Bedford, 17s. 6d. to 22s. 6d.; East Rosewarne, 2 1/2 to 2 1/2; Fowey Consols, 3 to 1 1/2. Wheel Hooper shares have kept firm, at 4 1/2 to 5; the 75 east is improving, the 75 west is coming into ore, and the 65 west continuing as before. On Wednesday 25 tons of blende were sampled. Wheel Union advanced from 2 1/2 to 3 1/2 on Tuesday, and leave off 3 1/2 to 3 1/2; a lode producing rich copper ore has been intersected in the 60 cross-cut from East Carn Brea set. East Wheel Grenville, 2 1/2 to 3 1/2; Great South Tolgus, 4 1/2 to 4 1/2. Wheel Crebber shares have been in demand at advanced prices, leaving off 36s. to 38s.; the lode in the shaft, 6 fathoms below the 84, has improved, worth 3 tons per fathom for length of shaft; the 84 east, 3 tons per fathom; the 84 west, a kindly lode. Wheel Grenville shares have been very quiet, and leave off 4 1/2 to 5; a report was received on Friday that the 90 and 100 fm. levels, in the caunter (copper) lode, had improved, each yielding good ore; and the wall of the lode discovered in the 66.

Wheel Kitty (St. Agnes), 7 1/2 to 7 1/2; the ends have considerably improved, now worth 1121. per fm. in the aggregate; shafts and winzes, 421. per fm.; stopes, 1681. per fm.; prospects good. Wheel Harriet, 1 1/2 to 2; the lode in the stopes below the 100 east is worth 401. per fm.; west of winze, 501. per fm. Tin sale for the two months, 5301. At Great North Downs the 57, east of Vivian's, is worth 151. per fm.; the winze below the level, and in advance of the end, 201. per fm. At Wheel Edward meeting, on Wednesday, the accounts showed a balance against the mine of 1351. 5s. 4d., and a call of 2s. 6d. per share was made. The agents calculate the work necessary to be done in the mine will cost 4501. per month, while the returns may be calculated at 75 tons of ore per month until the ore ground is made available below the 81, on the old south lode, after which it is hoped the mine may be brought into a self-supporting state. Great Wheel Fortune, 20 to 22 1/2. Herodsfoot shares in good demand, at 39 to 40. Hingston Down, 2 to 2 1/2; Kelly Bray, 12s. 6d. to 17s. 6d.; Marke Valley, 6 1/2 to 6 1/2; Wheel Margery, 4 1/2 to 5. Nangiles, 31 to 32; the lode in the shaft is worth 351. per fm.; the eastern end, in the 96, is worth 251. per fm.; west, 101.; the winze sinking below the 86, on Bread and Cheese lode, 301. per fm.; the new lode is worth 401. per fathom. New Seton, 85 to 90; North Basset, 2 1/2 to 3; North Crofty, 5 1/2 to 5 1/2; North Downs, 30s. to 35s.; North Grambler, 8 1/2 to 9 1/2; North Robert, 7s. 6d. to 10s. Peepden shares not so firm, at 6 1/2 to 7 1/2. Providence Mines, 44 to 45; Rosekarnoweth, 3 1/2 to 3 1/2; South Basset, 8 to 10; South Frances, 6 1/2 to 6 1/2; South Herodsfoot, 3 to 3 1/2. South Caradon shares in demand, at 41s. to 42s. 5d., ex div. of 61. per share. South Tolgus, 36 to 38. St. Day United shares rose to 36s., but leave off flatter, at 33s. to 34s. for cash, and better for next account. Stray Park, 33 to 34; Tincroft, 19 to 21; Tolvadden, 27s. 6d. to 30s. West Caradon shares flat, 18 to 19. West Frances shares, after reaching 35, suddenly dropped to 27 1/2, 30; West Fowey, 3 to 1 1/2; Wheel Arthur, 5s. 6d. to 6s. 6d.; there is a very good improvement in the 60 fm. level west, below adit, upon old lode, worth 101. per fathom. Gonamena, 2 1/2 to 2 1/2; at the meeting, on Tuesday, the accounts showed 511. 12s. 2d. in favour of adventurers, and a call of 2s. 6d. per share was made. The report states that Kingston's engine-shaft is completed to the 90. The 90 west is only a short distance from the shoot of ore gone down below the 80, where the lode will yield 4 tons of ore per fm.

At North Buller meeting a call of 12s. 6d. per share was made. The lode in the 100, east of cross-cut, from the engine-shaft, is 3 1/2 feet wide, with good stones of yellow ore, and this point it is recommended to prosecute with vigour; also to drive a cross-cut south, in the 100, and to make a further trial on the north lode, in the 40. The mine is in a fine situation, and it is expected good results may follow the prosecution of these points. Wheel Basset, 90 to 95; Wheel Basset and Grylls, 19 to 21; Wheel Buller, 22 to 24; Wheel Margaret, 17 to 19. Great Wheel Busy, 3 1/2 to 4; the lode in Harvey's engine-shaft has improved, worth for tin 151. to 201. per fathom. The 130 east is worth 351. per fathom; the stopes east of Harvey's are worth 231. per fathom; East of Offord's, 251. per fathom. At Old Hallenbeagle, Stone's shaft is worth 101. per fathom, and the runs of ore in the bottom of the 36 are valued at 1001. per fathom. South Caradon Wheel Hooper shares have been in demand, and advanced to 12s. 6d., 17s. 6d. Wheel Seton, 170 to 180; the sump-winze is worth 25 tons per fathom; the 140 west has improved. Wheel Uny, 5 1/2 to 5 1/2. Prosper United, 4 1/2 to 5; at the meeting, in Cornwall, the accounts showed a net balance of 2941. 19s. 9d. in favour of the mine, besides what may be realised by the remaining 83 trust shares. The returns for October have realised about 19501., and after charging the whole of the costs and dues, there is a net profit for the month of about 4001. It is fully expected the returns will be increased. The lode has just been cut in the 80, at Louisa's shaft, containing good stones of ore, and a winze below the 70 is worth 5 tons of copper ore per fathom; the 70 has been driven west 25 fathoms, through a lode which has produced 2 to 6 tons per fathom, the end is worth 2 tons. The 70, west of Hill's shaft, has averaged 141. per fathom for tin. The winze below the 60 is down to the 70, and has averaged 101. per fathom; 15 fathoms further west another winze is down 2 fathoms, worth 151. per fathom. The 60 for the last

Nine, Australia, 4—Total, 1854 tons.

THE SOUTH FOXDALE SILVER-LEAD MINING COMPANY (LIMITED). ISLE OF MAN.

Incorporated under the Joint-Stock Acts, with liability expressly limited to the amount of shares subscribed for.
Capital, £25,000, in 5000 shares, of £5 each.
£1 10s. on allotment, and no further sum to be paid for six months.

DIRECTORS.
JOSEPH TILSTON, Esq., 2, Chepstow-place, Westbourne-park, W. (Chairman).
JAMES BRODHURST, Esq., St. George's-square, Pimlico.
Colonel R. Y. BUSH, Esq., York-terrace, Regent's-park.
HENRY EDWARDS, Esq., Mans-hill, Blackheath, Kent.
JOSEPH HOPKINS, Esq., 15, George-street, Hanover-square, W.
FRED. J. KING, Esq., 1, Bishopsgate-street, E.C. 1, Regent, Surrey; and Isle of Man.
WILLIAM OGDON, Esq., 1, Angel-court, Broad-street, London.
DAVID ROBERTS, Esq., M.D., Great Dover-street, London.
Major STAPLETON, Junior United Service Club, London.
BANKERS—London and County Bank, 21, Hanover-square, W.
SOLICITORS—A. Gledhill, Esq., 6, South-square, Gray's Inn.
AUDITOR—Richard Roberts, Esq., Child Okeford, Blandford.
SECRETARY—Charles Strong, Esq.

OFFICES—11, WATERLOO PLACE, FILL MALL, LONDON, S.W.

PROSPECTUS.
This company has been formed for the purpose of purchasing the lease of an extensive tract of richly mineralised property in the Isle of Man, called the South Foxdale. This tract, which includes the valuable Ballacorkish Mine, is upwards of four miles in extent, and is situated between Castletown and Port St. Mary, on the south of the island. The lease, which is held from the Crown, for a term of 21 years, at moderate royalties, has been purchased by the directors, for the very moderate payment of 1500 fully paid-up shares only, the proprietors refusing any cash payment, from their strong conviction of the inexhaustible riches awaiting the operations of the company; comment upon this is unnecessary. A considerable outlay has already been made with most satisfactory results, numerous rich lodes having been discovered, and many cargoes of silver-lead ore sold. Several lumps of ore have been lately tested, and found to contain from 50 to 60 ozs. of silver to the ton.

The success of mining operations in the Isle of Man is already an established fact. The Laxey shaft, of £100 each, are marketable at £1200 each.

The Foxdale Company have, within a few years, divided amongst their fortunate shareholders nearly £200,000.

The present site lies to the south of this celebrated mine, and possesses great facilities of shipping.

There are already many tons of rich ore nearly ready for shipment.

Reports from eminent mining engineers may be seen at the offices of the company. There are already 1100 shares taken and paid upon.

Every director pays for his qualification.

Prospectuses, with forms of application for shares, and any further information, may be obtained, and samples of the very remarkably rich ore seen, at the offices of the company, 11, Waterloo-place, S.W.—October 24, 1863.

THE ANGLESEA COLLIERY COMPANY (LIMITED).

Incorporated under the Companies Act of 1862, whereby the liability of each shareholder is limited to the amount of shares subscribed for.
Capital, £25,000, in 5000 shares of £5 each.
Deposit, £1 per share on application, and £1 per share on allotment.
Not less than five shares will be issued in each certificate.

DIRECTORS.
Col. BUSH, Esq., York-terrace, Regent's Park.
Capt. A. H. AUGUSTUS DURANT, Conservative Club, St. James's. [Wood.]
Capt. JOHN SAY SPARKES, Esq., late H.E.I.C.S., Wellington-terrace, St. John's-street, London.
JAMES WRIGHT, Esq., C.E., Copthall-court, Throgmorton-street, London.
CHAS. TITIAN HAWKINS, Esq., Oxford.
T. C. SMITH, Esq., Warnford-court, Throgmorton-street, London.

BANKERS.
The London and County, Lombard-street, City.
The National Provincial Bank of England, Langefield, Anglessea, North Wales.
SOLICITORS—Messrs. Meyrick and Gedge, Storey-gate, Westminster.

MANAGING DIRECTOR—Thos. Cooper Smith, Esq.

OFFICES.
5, WARNFORD COURT, THROGMORTON STREET, CITY, LONDON, E.C.

PROSPECTUS.
This company is formed for enlarging and working the well-known valuable Bew Colliery, under superior management, and upon an extended scale, in order to meet the pressing local demand for good household coal, now a subject of general complaint throughout Anglessea.

The colliery is within two miles of the Gaerwen station on the London and Holyhead Railway, is 18 miles from Holyhead, adjoins the main road, and will be intersected by the proposed new branch railway through the country, which will open new markets for the supply of a first-class household coal, in Bangor, Beaumaris, Holyhead, and Carnarvon, and at a much lower price than now paid for an inferior quality brought by sea and railway.

The coal area consists of 160 acres, estimated by the Marquis of Londonderry's coal viewer to contain 1,500,000 tons of 3, 4, 5, and 6-ft. seams of the best household coal; the large selling for 13s. 4d. and the small 8s. 4d. at the pit's mouth. About 5½ acres have been worked out, and the coal sold, as stated by the late proprietors, for £11,639; the superior quality of it preventing any competition from the North Wales or Dee Side collieries.

In the purchase of the lease, plant, machinery, sinking the pits, and proving the present seams of coal, the late proprietors state that about £35,000 have been expended. The old lease has nine years to run, and an agreement has been obtained for a renewal on the same terms, for the next 30 years, at a royalty of 1-12th on all coal sold.

By the enlargement of the present works, and the removal of the big engine of 150-horse power to the new pit, upwards of 100 tons per day can now be raised and sold, to meet the increasing local requirements and prices.

Coke has been made and sold for 20s. per ton from the small coal of the 4-ft. seam, but when made from the 6-ft. a much higher price can be had, as the 6-ft. seam is equal in quality to the best Newcastle Wallsend, which brings the highest price in the London market. The 3½-ft. seam is highly bituminous, and bears strong resemblance to the Cannel coal of Wigan.

The abundance and quality of the fire-clay found under the 3 and 4-ft. seams, and its adaptableness for fire-bricks and pottery ware has been fully proved, and at the current prices at Liverpool would give a very large profit, and can be readily shipped from the Menai Straits.

From the many advantages and capabilities of position, price, and quality of the several proved seams of good coal, and the almost exclusive monopoly obtained, it is confidently stated that a clear net profit of at least £7000 per annum may be readily secured under competent and judicious management; and as the sales are chiefly made for ready money, or on short credits, a very large dividend may be declared and paid half-yearly within the ensuing twelve months at a small outlay.

In the Government Geological Survey of Great Britain, by Prof. Ramsay, F.R.S., local director, an extended and scientific report of this colliery is given (sheet No. 78, sec. 1—horizontal sections, sheet 40), showing that other seams of coal exist underneath the seams already proved and worked.

A most satisfactory arrangement has been entered into by this company for the purchase and transfer, free from all debts and liabilities, of the lease, plant, machinery, cottages, and materials, for 4950 fully paid-up shares and a sum of £250 in cash.

The company being registered, with Limited Liability, no shareholder can, under any circumstances whatever, be made responsible for a greater amount than that of the shares to which he is entitled.

There are no Special Articles of Association; table A, under the Companies Act, 1862, having been adopted in its entirety, except clause 37, which has been altered so as to ensure the attendance of a sufficient number of shareholders to enable business to be transacted at the meetings of the company.

Applications for prospectuses and shares to be made to the bankers, solicitors, and manager, at the offices of the company until the 30th inst. Two-thirds of the shares are subscribed for.

Full reports may be had at the office; the following are extracts:—

From Thomas S. Strick, Esq., of Swansea.—The colliery contains three massive seams of coal—3, 4, 5, 6 feet in thickness, with a lower one of 3½ ft., which has the bituminous quality of Cannel coal. The 3 and 4-foot seams are of a superior quality to any other description of coal produced in North Wales, in Flintshire, or in Cheshire. From the 6-foot seam the coal is well known throughout the district as being equal to the best Newcastle Wallsend, and has always commanded a high price in the local markets. The 3 and 4-foot seams, in the present pit, are capable of supplying 100 tons of coal per day, or, estimated at 300 working days, 30,000 tons a year; and with an increased drawing power, the cost of which will not be considerable, the quantity may be augmented to 150 tons per day.

The manufacture of coke and fire-bricks will form a very important additional estimate in the returns from this colliery.

From Mr. J. Davis (Lord Mostyn's coal viewer), who states in his report—This colliery is capable of a revenue of £10,000 per annum.

From Prof. Dr. Sheridan Muspratt, F.R.S.E., who has given an analysis of the clay; he says—I have no hesitation in describing it as being of a very superior quality, and well suited for the manufacture of those articles in which refractory clay enters.

From Mr. Alfred E. Stacey's report. He says—From the specimens of coal raised from three veins I met upon the property, beyond all doubt, it is good, and is well suited for a large local demand, which will, no doubt, for many years be in excess of the supply. Another source of profit is the large demand for coke in the district, which may be made from the small coal at trifling cost, and leave a good marginal profit; and, from information I obtained, an abundant supply of the fire-clay may be produced, suitable for the manufacture of fire-bricks, the demand for which is large, and will yield a handsome profit. I have no hesitation in saying you have a valuable property, if put into good working condition, and developed with skill and energy. You have great advantages; the locality will secure a demand and all your produce, as no competition can be brought to bear against you to affect your prices, and you may command better prices than at any other colliery I know of.

THE ANGLESEA COLLIERY COMPANY (LIMITED).
Capital, £25,000, in 5000 shares of £5 each. Deposit, £1 on application, and £1 on allotment. Not less than five shares will be issued in each certificate.

FORM OF APPLICATION FOR SHARES.
To the Directors of the Anglesea Colliery Company (Limited).
GENTLEMEN,—Having paid to your credit, at the London and County Bank, Lombard-street, City, the sum of £
I hereby request you will allot me shares of £5 each in the above company, and I hereby agree to accept such shares, or any less number that may be allotted to me, and to pay the deposit of £1 per share, and the subsequent calls (if any), in conformity with the Companies Act of 1862.

Name in full
Residence in full
Profession or trade
Place of business (if any)

Dated this day of 1863.

ASSAYS AND ANALYSES OF EVERY DESCRIPTION
Conducted by JOHN MITCHELL, F.C.S., M.G.A. (late Mitchell and Rickard)
Author of "Manual of Practical Assaying," "Metallurgical Papers," &c.
All communications and samples to be addressed (free) to Mr. MITCHELL, care of Mr. P. Clay, 29, Great St. Helen's, London, E.C.

SCHIELE'S PATENTS.

SCHIELE'S PATENT TURBINE WATER WHEELS.
PLATT AND SCHIELE'S PATENT SILENT FANS.
SCHIELE'S PATENT BLAST ENGINES.
SCHIELE'S PATENT VENTILATORS FOR SHIPS.
PLATT AND SCHIELE'S PATENT MINE VENTILATORS.
SCHIELE'S PATENT AIR PUMPS OR GAS EXHAUSTERS.
SCHIELE'S PATENT GOVERNORS.
PLATT AND SCHIELE'S PATENT COMPOUND FANS.
SCHIELE'S PATENT COMPOUND BLAST ENGINES.

Notice is hereby given, that the NORTH MOOR FOUNDRY COMPANY, OLDHAM, have the SOLE and EXCLUSIVE RIGHT to MANUFACTURE and SELL the MACHINES KNOWN and USED UNDER the ABOVE NAMES.

Mr. SCHIELE has NO INTEREST whatever in the ABOVE INVENTIONS, having ABSOLUTELY ASSIGNED the SAME to MARTIN SCHUNCK, Esq., by a deed dated 14th July, 1863, executed pursuant to an order of the Lancashire Court of Chancery.

Every attempt to use the above machines (unless purchased from the North Moor Foundry Company), whether under alleged "new patents," "latest patents," or "patents of 1863," or any other stale and capricious title, will, immediately on its becoming known, be made the subject of legal proceedings.

LEWIS, DARRSHIRE, AND ASHWORTH, Solicitors,
21, Brown-street, Manchester.

THE PROGRESS OF MINING IN 1862, BEING THE NINETEENTH ANNUAL REVIEW.

By J. Y. WATSON, F.G.S., Author of the *Compendium of British Mining* (published in 1845) *Clearings among Mines and Minerals*, &c.
THE EIGHTEENTH ANNUAL REVIEW OF MINING PROGRESS appeared in the MINING JOURNAL of December 28, 1861, and January 4, 1862.

A FEW COPIES OF THE REVIEW OF 1862, containing Statistics of the Metal Trade the Dividends and Percentage Paid by British and Foreign Mining Companies, and the State and Prospects of upwards of 200 Mines. Also a FEW COPIES OF THE REVIEW OF 1861, 1860, and 1859, MAY BE HAD on application at Messrs. WATSON and CUELL'S Mining offices, 1, St. Michael's-alley, Cornhill, London.

Also, STATISTICS OF THE MINING INTEREST. By W. H. CUELL.

WATSON AND CUELL'S MINING CIRCULAR,
published every Thursday morning, price 6d. or £1 1s. per annum, contains Special Reports of Mines, the Latest Intelligence from the Mining Districts, from an exclusive resident agent; also, Special Recommendations and Advice upon all subjects connected with Mining, and interesting to Investors and speculators. A Record of Daily Transactions in the Share Market, Metal Sales, and General Share Lists, &c. Edited by J. Y. WATSON, F.G.S., and published by WATSON and CUELL, 1, St. Michael's-alley, Cornhill.

N.B. Messrs. WATSON and CUELL have made a selection of a few dividend and progressive mines, which they have reason to believe will pay good interest, with a probability, also, of a rise in value, the names and particulars of which will be furnished on application.

SPARGO'S STATISTICS OF AND OBSERVATIONS UPON THE MINES OF CORNWALL AND DEVON.

GALBRAITH AND HAUGHTON'S SCIENTIFIC MANUALS.
Now ready, in fcp. 8vo., with 38 woodcuts, price 7s. 6d. cloth.

MANUAL OF THE METALLOIDS.
By JAMES APJOHN, M.D.
Being the Third of a New Series of Manuals of the Experimental and Natural Sciences. Edited by the Rev. J. A. GALBRAITH, M.A., and the Rev. S. HAUGHTON, M.D., F.R.S.

In the same series, lately published,
1.—GREENE'S MANUAL OF PHOTOZOA. 2s.
2.—GREENE'S MANUAL OF COELENTERATA. 5s.

London: Longman, Green, and Co., Paternoster-row.

Now ready, Vol. I., Part 3, 800 pages 8vo., illustrated by 400 wood engravings, price £1 13s.

CHEMICAL TECHNOLOGY.
By Dr. THOS. RICHARDSON, and H. WATTS, B.A., F.C.S.
Containing ACIDS, ALKALIES, and SALTS, their manufacture and applications. This volume contains the important articles on Soap and Grease.

Vol. I., Part 3, No. 2, completing the volume, 8vo. illustrated, containing Soap and Grease, price 16s. Vol. I., Part 4, No. 1, 256 pages illustrated, price 10s.

In one volume, post 8vo., with 600 illustrations, price 12s. 6d.

GANOT: TREATISE ON PHYSICS, EXPERIMENTAL AND APPLIED.
Edited, from the ninth edition, with notes, by E. ATKINSON, Ph.D., F.C.S.
Lecturer on Chemistry and Physics, Royal Military College, Sandhurst.
London: H. Baillière, 219, Regent-street.

NEW WORK ON THE VENTILATION OF MINES

By RALPH MOORE, Mining Engineer.
Glasgow: M. Ogle and Son, Exchange-square.—London: Hamilton, Adams, and Co., Paternoster-row.

CHIVERTON MINING DISTRICT.—A MAP of this celebrated district, embracing the whole of the FERRAN MINES, WILL BE PUBLISHED SHORTLY, by subscription, at 21s. each, coloured and mounted; or 16s. unmounted. Subscribers will be supplied in the order in which they give their names to the publisher, R. SIMONS, surveyor, Truro, November 26, 1863.

Notices to Correspondents.

CHEMICAL WORKS.—THE ALKALI ACT.—Will you kindly inform us whether the Inspectors to be appointed in January next for the inspection of alkali works, under Lord Deacons' bill, will be empowered to exercise the power of the authority for the Nuisance Removal Act for England, 1855? The Chairman of this district under the local authority being under the impression that it will not interfere with their power by Inspectors being appointed, and that they will have the same power to cause the removal of works making alkali-ammoniac, and who are manufacturing their hydrochloric acid for their use, as hitherto.—INQUIRER: Bristol.

[The law of the question put is clear—that Lord Derby's Act, 26 and 27 Vic., c. 124, does not supersede the powers conferred by the Nuisance Removal Act. Both acts, therefore, stand together, and the officers under both Acts have power to interfere with alkali works as far as they are authorized by their respective Acts. The duties of Inspectors under the Alkali Act is to ensure the carrying on of such works in a manner to secure the condensation of not less than 95 per cent. of the muriatic acid evolved therein, and the Nuisance Removal Acts are directed to other totally different matters. The Acts not being repugnant stand together, and alkali works are subjected to the regulations of both statutes.—T. T.]

NEATH AND PELENNY COLLIERY.—Could anyone kindly inform me, through the Journal, how this company is getting on? I bought some shares in it, when the adventure was started, and have heard nothing concerning it since.—E. H. L.

SAFETY-LAMPS, AND PETROLEUM OIL.—The brilliancy of the light obtainable from petroleum oil naturally suggests the expediency of employing it in safety-lamps to be used in collieries. I have carefully considered the question, and believe that a petroleum safety-lamp, and the oil used, which is perfectly safe, and great illuminating power would surpass anything which has been introduced. If Messrs. Abbott and Co., of Gateshead, for instance, or any other maker of equal reputation, were to turn their attention to the subject, I believe the difficulty would speedily be overcome. Amongst practical men the Stephenson is generally preferred, because the glass within the gauze prevents the latter from clogging, whilst an usually bad atmosphere extinguishes the light; I should, therefore, propose that an ordinary paraffin lamp be enclosed in an ordinary Davy lamp, with these trifling modifications:—There must be a hole through the oil chamber protected by triple wire gauze) to supply air for the flame, and the glass must be fixed to the gauze cover, and the opening to the flame become full the light would go out, which is what is considered desirable. Such a lamp, although there would be no fear of its being extinguished whilst in use, would offer great facilities for self-extinguishing upon being opened. When the combustion chamber of a paraffin lamp is removed the slightest draught extinguishes the flame, it would, therefore, only be necessary to provide a catch, which would pass down after the lamp is lighted, but lift the combustion chamber when the lamp was opened, and the object would be attained.—CANNON.

ST. DAVID'S GOLD.—As a shareholder in this company, I should like the directors to state publicly the results that are being obtained at the mine. At the general meeting we were told that the operations were progressing favourably, and that there was reason to believe gold in appreciable quantities would soon be obtained. Has this proved the case? The directors may reply by stating that if I address any communication to the office it will receive due attention at their hands; but it so happens that I have a special reason in wishing the reply of the directors to appear in the Journal, and it is with that end in view that I now address this communication.—X. Y. Z.

WHEEL KITTY (St. Agnes).—Captain Pryor's discharge was not caused by any feeling of hostility towards him, but from a conviction that the interest of shareholders would be promoted by it, and the result proves that the measure was justifiable, as much more tin is raised and sold, and the reserves maintained at a cost exceeding 200l. per month less than it was under Captain Pryor's management. And as to the development of the mine, it is a fact that Nicholas, the underground agent, urged the late manager to drive the cross-cut which discovered the new lode, called Pryor's lode, long before Captain Pryor's appointment, and recorded his opinion in the books on the mine, where any shareholder can see it. Captain Pryor is certainly entitled to credit for adopting Nicholas's suggestion, which the former manager rejected. Capt. Pryor may have been in the mine three times in one month, but it is believed that he was not once in the mine for upwards of two consecutive months. These facts are easily ascertainable.—A SHAREHOLDER.

WHEEL KITTY (St. Agnes).—No answer has been given to Capt. R. Pryor's letter, with reference to his discharge from the post so well and successfully filled by him in Wheel Kitty; but "J. B." asks, whether if a committee of management choose to recommend certain changes, the interested employed have a right to demand the cause of his dismissal? I say yes, he has, and none but unreasonable men would withhold the reason. Suppose Capt. Pryor had no other source of supply for his family than the salary he received at Wheel Kitty, on his discharge he would be obliged (we will suppose for argument's sake) to apply elsewhere for a situation. He would be asked by a stranger to the facts—"You have been an agent in a mine?"—"Yes."—"Where?"—"At Wheel Kitty, in St. Agnes," says Capt. Pryor. "Did you give notice to leave?"—"No, Sir."—"You were dismissed?"—"Yes."—"Wherefore?"—"There is no reason apparent, or alleged, for my discharge. I have asked for a reason, but can get none."—"Then what do you suppose is the reason, for I dare say you can imagine at least some reason for what is apparently an unreasonable proceeding?"—"The fact is, I believe, just this—[Here the circumstances are detailed.]—"Capt. Pryor, your statement may be all very true, but as you were dismissed, and have no testimonial from your last employers, before I engage your services I must make enquiries to satisfy myself as to the cause of your removal from Wheel Kitty." Such a conversation as this—highly probable under the circumstances assumed—will show the propriety of some reason being assigned for dismissing a faultless agent, or a servant in any capacity.—A FURBER: Camborne, Nov. 26.

LIMITED LIABILITY, AND THE COST-BOOK SYSTEM.—I had hoped to see the reply of the well-known "T. T." to the enquiry of "Lex Obscura," with reference to the subject of combining the limited and the unlimited principles; but, as he appears to maintain silence upon the question, I would request "A. P." to state how he anticipates being able to make Cornish miners understand that, although his company is a limited company, there is a limited limit on the liability of the shareholders, and that, consequently, the company is more entitled to credit. Even with such a constitution (which, I fear, would not be such as the medical officer of an assurance society would accept) as "A. P." proposes, the last word of the name of the company must be "limited," so that practically the announcement must read somewhat thus:—"The 'limited' Gold Mining Company Limited (conducted on the Cost-book system). The chief feature in the undertaking is that the liability of the shareholders is limited, but that the shareholders must pay whatever calls the directors think fit to make, or forfeit all previous payments." I do not suppose "A. P." would express this fact in as concise a manner as this, but I do not believe that he can show that he can produce better results. That a company "limited by guarantee" could successfully develop an industrial enterprise I do not doubt, but it is unjust to the "Companies Act, 1862," to infer that there is any resemblance between either form of limited liability which it sanctions and the Cost-book System.—T. S.: Nov. 24.

LOSTWITHELIAS AS A MINING DISTRICT.—One of your correspondents having commented on South Jane in such an untruthful manner, and being proprietor of the same, I now ask permission to insert in the Journal the reports of two or three respectable men, to show that his remarks were totally incorrect in the main; therefore, I presume to make, factually remove the bad impression intended to be made on the public, you will allow this to be done.—J. H. DINGLE: Lostwithiel, Nov. 26.

MINERAL DEPOSITS.—"R. T."—The report referred to is out of print.

OLD WHEAL NEPTUNE.—I have noticed for some weeks past that several of the mines in the Glyn or Marazion district are making most satisfactory progress, and some of them being in the immediate locality of the Old Wheal Neptune I have, naturally enough, expected to see some reference made to it, but as yet no mention whatever has been made. It is the opinion of practical men in the neighbourhood that this mine has not received that attention which it merits, for although a considerable proportion of the company's capital has been expended, so far as the mine is concerned, very little progress has been made. It was whispered some time since that the management of the concern was about to be undertaken by a party of Manchester gentlemen, who were willing to provide the capital necessary for the thorough development of the mine, but as I have not seen any allusion made to this matter in the Journal, I suppose the arrangements have not been satisfactorily completed.—J. R.

POLHUGH MOOR MINE.—Your readers will, no doubt, be surprised to hear that the special report, by P. Floyd, was made on September 4, a copy of which I had sent me from Cornwall eleven weeks since, corresponding exactly with the one in last week's Journal, in which the date is omitted. The intention of this is clear, and cannot fail to be noticed by other shareholders.—PUBLICO.

LOWESTWATER MINING COMPANY.—"R. W."—The questions in dispute should be submitted to some legal gentleman in whom the parties have confidence.

CHEMICAL ANALYSES.—"G. C." (Aberystwith).—A rough analysis may be made by a comparatively unpractised hand from the details given in the "Manual for Explorers," by Messrs. Willson and Robb, of Montreal, Canada. The book will be forwarded from our office on receipt of 20 stamps. Of course, if anything approaching an accurate analysis is required, it would be absurd for an amateur to attempt it; he should consult an analytical chemist.

NORTH CHIVERTON MINE.—In the report of Capt. Hampton, in last week's Journal, an error was unfortunately made, by which it would appear the engine was now at work. It should have been "as soon as the engine is at work," &c.

THE MINING JOURNAL

Railway and Commercial Gazette.

LONDON, NOVEMBER 28, 1863.

Mining and commerce can never fail in "making a country"—that is to say, in establishing a community of human interests from which will arise enterprise and energy to explore and work, to buy and barter, never tiring, never desisting, as long as there exists a regional resource capable of being utilised; and finally evoking the factual genius and ingenuity which supply to the artificial necessities of society every requirement. Such are the proximate and remote influences of the two main elements of our national industry just cited. Such have they ever been, and therefore is the anticipation just and reasonable that a project which involves essentially their action upon a large scale, and in an appropriate and extended sphere, will be one eminently successful. To think otherwise would be to the faith of all past and present experience heterodox, nor, it may be presumed, could there be found many who would express themselves very sceptically on the point at issue.

To the practical miner, and to those possessed of the spirit and determination to achieve under the appliances of the pick and gad a remunerative knowledge of mine working—or, to use a less homely expression, the science of adventure—Australia has long been an attractive and alluring region, and there is no doubt that, however the gold fields of that, the fifth section of the globe, have been overrun by hosts of rapacious, half-civilised seekers of the precious metal, whom it took all the force of our colonial law to reduce to anything like ordinary rule and order, there remain still untouched tracts of immense extent, wherein the fertility of the soil offers to the agriculturist all he can possibly desire; and the indications and traces of rich mineral deposits are worthy of the miner's prospective labour, and, we understand, not unlikely to lead in the future to very important results, for it is scarcely possible that any colonial territory, so evidently fraught with means by which industry can become rapidly and comfortably self-supporting, and in a few years, if commonly provident, independent in its progress, can remain much longer in these *caecidus* days unpopulated.

With reference to the encouragement to be given to settlers, for the information of those of our mining and factory classes who may wish to try their fortune in one of England's most prosperous dependencies, the following observations on a system being now organised for public consideration, are put before them. It appears the northern coast of Australia offers such staple advantages to settlers, both in an agricultural, mineral, and commercial point of view, that the attention of capitalists in this country has become concentrated on that vast and fertile division of the Australian continent, with the intent and aim of establishing a system of colonisation, by which shall be secured to emigrants a right and title to land under the most fostering, provident, and favourable circumstances. And in this enterprise are the projectors favoured by the good wishes and sympathies of the most influential and prosperous communities, as well as by the colonial authorities. The southern colonies are, upon social and commercial principles, most anxious that a new settlement should be formed in the North, while the Australian Government expresses itself ready and willing to give effect to such a movement, from the obviously wise and politic motive that primarily the extension of populated territory to the Java Sea would enable them to get a direct line of telegraphic communication to India, and thence with England, *via* Suez. The other governmental considerations are, of course, those contingencies incident to industrial application and the extension of commerce; and so far such an initiative is of a most cheering and inspiring nature; but the main ground whereon the project is based are undeniably well chosen, and show stability at every point.

Speculative risk, small in *limine*, seems lessened at every step; and when it comes to be estimated that the formation of the new settlement is to be on the actual possession of land indisputable as to its title, and acknowledged fertility—that land to be acquirable by the settler at the most moderate terms, extended over a series of years, the liquidation of his debt to the company being dependent on his own industry, which is to have all the advantage and availability of a thoroughly safe but liberal issue and deposit banking system, it would be difficult indeed to argue down the merits of the undertaking. Under an influential direction only can it hope, in the first instance, to be entertained by the public, and so cautions and fastidious in these matters; but this desirable auspice has been, it is understood, secured, and the issue of the company's prospectus will, therefore, occur worthily and legitimately. It may be remarked generally, that every assurance is given of the industrial and commercial prospects having been carefully considered, and it may be specially observed a provision exists that mineral labour shall be largely encouraged but wherever a mineral district exists within reach of a British community there is, in this advanced age, little chance of its being permitted to remain unexplored. At the outset there is much financial ingenuity displayed in the proposed organisation, and the admirable arrangements defined, if carried out on the scale now elaborately wrought for the information of the speculative, cannot well fall short of the requirements of investors on the one side, and land lessees with the bank and mine shareholders on the other. Evidently founded on long experience of colonial matters, the project through all its details has been devised by one who has addressed himself to the subject with great acumen, sound judgment and right-mindedness.

In the Australias, for the furtherance of colonisation, free selection land, and deferred payments have been, under Government enactment, some extent adopted, and the principal features of the enterprise now discussed assimilate to such a facility of proprietorship, seeing that instead of selling the lands out and out, as hitherto, to "mere schemers and jobbers," the letting of allotments at low rentals, on long leases, with

chasing clauses, is a provision wisely laid down by the projectors, and will materially enhance the interests of agricultural, in fact, of any and every class of settlers. But to them a still further advantage is to be secured by the company in the establishing of a North Australian Colonial Bank, which it is designed shall provide the settlements with the circulating medium at a reasonable rate of interest, a desideratum previously requisite, in so far that in many districts at present as high a rate as 30 to 40 per cent. has been demanded from allottees of land; and it is asserted, upon 30 years' experience in Australia, that no settlement should be formed there without a concomitant founding of a bank for the convenience and resource of the colonists. The banking operation should be from the commencement made available to them, for it gives them an opportunity of being provident, and, from time to time with solid profit to the capitalists, infuses vitality and strength into their industry. It should not be forgotten that colonisation in the Australias, with but one exception—that of New South Wales—owes its success to private enterprise, pushed forward to success the most distinguished, against difficulties the most obstructive and depressing; but, nevertheless, it created out of the interminable wild a civilised world, the hard-won experience of which teaches that, however anomalous it may appear to those in the old country to provide a bank for a mere infant settlement, it is a clearly-established fact that the plan of money accommodation, proposed by the forthcoming association, in being a support, encouragement, and convenience to emigrants, cannot fail to be promptly and largely remunerative to investors of the capital employed.

The existing colonial banks, for the most part restricted in their operations to discount and bills of exchange, yield dividends varying from 17 to 20 per cent.; but the estimate referable to the coadjutive establishment now in view, one of issue and deposit, gives a much higher figure prospectively than the maximum quoted. Finally, as to the general character of the enterprise, there is in it that which would seem likely to give a salutary check to immigration, from Ireland particularly, to the Northern and Southern American states, and attract the exodus beneficially for all parties to our Australian possessions, where, just laws and civilised rule holding dominion, anarchy is unknown, and the investment of labour safe. Of the unsettled, or still uncolonised, division called Northern Australia, the geological and topographical character may be thus briefly sketched forth. It extends from 142° east longitude westward, to about 113° east longitude, giving a sea coast (bends of the gulfs included) of about 3000 miles, which includes the splendid and fertile land named by the explorer, Capt. Strokes, of the *Beagle*, "The Plains of Promise." Many, however, are the sites of settlement which this region offers—sites to the immediate occupation of which it is averred there occurs neither legal nor physical impediment. The mineral resources of the country are, we are informed, inviting in their indications, and, doubtless, their value is fated to be soon tested. This is, in a productive point of view, interesting to all; and, judging of the project in its entirety, the papers submitted to us show that under the auspices of the association now forming the settler will, from the beginning of his career, have a fostering care and staff of support, through the help of which he can at once secure his comfort, and in due time arrive at independence.

REVIVAL OF COMMERCIAL ENTERPRISE IN ITALY.

The differing conditions of the industrial populations of nations under despotisms and free Governments are not sufficiently insisted upon by statesmen, nor appreciated by those who are the slaves of the one or the subjects of the other. Yet facts are plentiful to show that the welfare of the artisan is somehow or other connected with the form of rule under which he lives. To the workman the greatest boon is a demand for his labour, and the highest amount of general production leads to the largest number of commercial transactions. Hence it has been asserted by some writers on political economy that there cannot be a "demand" until there has been a "supply"—or, in other words, that production must precede demand, since no one can make an effective commercial "demand" unless he be possessed of something which he has previously produced, and which he can offer in exchange. Without discussing this apparent paradox, we may, nevertheless, acknowledge the force of the argument, so far as to admit that when the general productiveness of the leading trades of any district is in flourishing activity, all the other trades are benefited in that locality. This applies broadly to nations, and is a statement in other words that an increase of the wages of a majority of the people is beneficial to the remaining minority. Under an enlightened system of Government, where the welfare of the whole population is the foremost consideration, the workman is free to go whither he will; his time is not demanded for unproductive military exercises, and he is free to exchange the produce of his labour for the products of the labour of others. Nor only are exchanges free at home, but with all nations, so that the labourer's home lays under contribution every climate which possesses anything which can be profitably imported.

The new kingdom of Italy is a remarkable illustration of this difference in the condition of a population under despotism and under a free Government. The wages of the working classes are improving, exports and imports have enormously increased, railroads and public works are in course of construction, mines are being opened, new industries developed, and, in short, a commercial revolution—greater and more important than the political changes which have occurred in Lombardy, Sicily, and Naples—has silently passed over the country. The *Times* Italian correspondent, in a letter, published on Nov. 4, has very ably commented on these changes, and dwelt upon the fact that the demand for capital in the kingdom of Italy is the result of the increase of genuine trade in that country, and that there are scarcely any investments of a more *bona fide* character, or more largely profitable, than those for which English capital is now sought in Italy. The Prefect of the district of Como, at the sessional opening of the Council General, also congratulated the people of Northern Italy upon this commercial revival, and alluded particularly to the enormous mineral wealth of that part of the kingdom which had remained sealed up under the despotic system of Austria. Rising up above the level of the romantic lake of Como are sugar-loaf hills, rich in deposits of lead, which are exposed for miles round the mountain's brow, lying as thick beds of limestone right through the hill. This peculiar geological formation has been noticed by travellers, to whom the metalliferous beds are visible as they travel along the road by the side of the lake. But, although it has been known that this bed—lying exposed on all its edges—was rich in lead, it could not be worked heretofore, because gunpowder was not allowed to be imported into Lombardy, lest the peasants might use it for other purposes than blasting these wealth-bearing rocks. Thus the blight of despotism rested on the industry of the district of Como, Lecco, Bergamo, and the locality. The limestone—which Mr. Parry describes as "the richest limestone he ever saw"—was too hard and dense to be worked profitably with the chisel, and gunpowder could not be had: so the mines remained unworked. At last, thanks to Garibaldi and Louis Napoleon, the Austrian was driven out, and the iron heel no longer oppressed the artisan, or closed up the treasures which lay on all sides in his native hills. But the country was impoverished, industry had made few savings, trade had had no opportunity of accumulating surplus capital, and money was necessary before the natural resources could be made available.

With great political foresight, immediately after the Lombard campaign, some of the leading men of Northern Italy formed themselves into an association, named "La Virginia," specially to watch over the profitable development of the mineral resources of the district lying around the Lake of Como, and their success was noticed in a most flattering manner by the chief magistrate of the locality, in a speech already referred to. One of the mines at Upper Ballabio was offered to the gentlemen now engaged in the formation of the Mining Company of Italy (limited), to which we referred briefly in our last, and which is announced in our advertising columns today. These gentlemen were scarcely prepared to believe the reports which came to them, though they were supported by names of commercial eminence, and were confirmed by evidence obtained through Signor Zucconi, and other wealthy Italian merchants in London. They, therefore, selected a gentleman connected with one of our richest lead mines, who was beyond the reach of suspicion, and in whose ability to judge they had confidence, to go to Ballabio, and report upon what he found there. His report was laid before a meeting of gentlemen interested in mining, and the result of the meeting was reported in our columns on Sept. 12. Mr. George Darlington, of Minera, the gentleman selected, gave an interesting description of the deposit, which, he said, "was not a vein, but a bed, from 4 to 9 feet in thickness, and nearly horizontal, passing through a mountain." He added—"The Ballabio and Laorcha Mines are not speculations; you have but to put up your appliances, and profit will at once be made. I see no reason to doubt the return of an average dividend of 35 per cent. on your capital." Yet a property such as this has lain dormant under the military depression of Austria, and has been almost undisturbed since the old Roman

miners left their marks, some of them 70 fathoms deep, upon the mountain side. Hard toil it must have been for the miner of that time, who had nothing but his chisel to help him, but great must have been even his returns per fathom to have encouraged him to penetrate so deeply into so hard and dense a layer of limestone as that of Upper Ballabio.

THE SLATE TRADE, AND ITS PROSPECTS.

THE SLATE QUARRIES OF THE FESTINIOG DISTRICT, AND SHIPMENTS OF SLATE FROM PORTMADOC, REVIEWED WITH REGARD TO THE SUPPLY OF 1864.

There has been great exertions made by the old quarries to meet the extraordinary demand of 1863: the following statistics will show with what success, and assist the merchants to understand what additional supplies may be reasonably expected for 1864. In the remarks on the machinery or method of working any particular quarry, it is not the wish of the writer to annoy any one, but simply to point out to those interested the facts that have come under his observation as an agent, knowing full well that the true interests of quarrying are best served when the good rock is not taken away faster than a *pro rata* quantity is uncovered in the same period of time. Each quarry is reviewed in the order of the quantity shipped in 1862:—

1.—THE WELSH SLATE COMPANY shipped 24,000 tons in 1862, and will increase its make 2000 tons in 1863. Reports say this company are about to saw their rock, by which a great saving may be effected, and a larger make obtained in 1864.

2.—THE UPPER QUARRY, RHIV, shipped 11,169 tons in 1862; will not make much increase in 1863, being the father of the two lower quarries, and having to remove the overburden for all three.

3.—THE MIDDLE QUARRY, RHIV, shipped 11,000 tons in 1862, and will probably increase the make 2500 tons in 1863.

4.—THE LLECHWEDD QUARRY shipped 6769 tons in 1862, and will increase the make 1000 tons in 1863. This quarry has excellent machinery, and is likely to increase the make in 1864.

5.—THE VOTTY QUARRY shipped 5100 tons in 1862, and will increase 3000 tons in 1863. This quarry must have been a great prize to its owner, and is likely to reward his outlay for many years to come.

6.—DIPHWYS CARSON QUARRY shipped 4800 tons in 1862, and will increase the make 1000 tons in 1863; is extending and uncovering to the east, and, with its steam-power and excellent machinery, ought to increase its make very largely next year.

7.—THE CRAIG DU QUARRY shipped 1025 tons in 1862, and will not increase any in 1863; there is an unlimited quantity of good rock here, only requiring the top to be removed for two or three years to increase the make tenfold.

8.—THE RHYSDODD QUARRY shipped 990 tons in 1862, and will not much increase in 1863; contains slate of very superior cleavage, and will make large returns of slate when more fully developed.

9.—THE RHIVBACH QUARRY shipped 720 tons in 1862, and will increase 3000 tons in 1863; by the completion of its tramway to the railway, its future shipments may be estimated at 4000 tons yearly.

10.—MAEN OFFIERM QUARRY shipped 597 tons in 1862, and is not likely to increase in 1863, being worked with a view to future success, and extensively clearing before taking away the sound rock.

11.—CWMORTHM QUARRY shipped 352 tons in 1862, and will not increase in 1863. Its future is somewhat difficult to judge, as there are contorted planes of cleavage in its upper workings; the lower levels show improved quality of rock.

12.—BACH DU QUARRY shipped 323 tons in 1862, and will not increase in 1863; this rock is hard and deficient in cleavage near the top, but will improve in depth; has some improvements in saws and planes worthy of inspection.

13.—CROES-OER shipped 74 tons in 1862; is quite a young quarry, will increase to 500 tons in 1863, and will make very large returns in a few years.

14.—THE BANGOR AND PORTMADOC AND MOELFRA QUARRIES shipped 210 tons in 1862; but are not situated in this district, and not likely to influence the shipments of 1864.

The other quarries not yet shipping are named below:—RUSKIN QUARRY, when the tramway is made, will probably send from 1000 to 2000 tons in 1864.

The MOELWYN has done a good deal of formation works.

The BWLCH-Y-SLATUS working hard to uncover.

A new quarry on the south side of Moelwyn Mawr.

TAN-Y-COED QUARRY—a flag quarry of some promise.

CWT-Y-BUGAIL has published a statement of working for 1864.

BLAEN-Y-CWM is expected to work in 1864.

The last six quarries are not likely to influence supplies in 1864.

The shipments of 1861 were about 63,000 tons.

Ditto 1862 ditto 66,800 "

Ditto 1863 will be 80,000 "

Being a large increase over the two years preceding, and 1864 is likely to show at least 5000 tons increase, and the shipments for that year to range from 85,000 to 90,000 tons. Should the supplies at Bangor, Carnarvon, and Port Dinorwic increase in the same ratio as at Portmadoc, the slate trade in five years will be greatly changed, and we may get a stock instead of a long stem. Would some one from each port of shipment kindly forward to the Journal the quantities shipped in each year for two or three years past, we might arrive at some conclusion as to future supplies and prices.—*Festiniog*, Nov. 24.

QUARRY AGENT.

REPORT FROM MONMOUTH AND SOUTH WALES.

Nov. 26.—The state of the Iron and Coal Trades has not materially altered since last week. If anything, the enquiries are more active in the Iron Trade, and quotations are firmer. The advance in Scotch pig, the great regulator of the market, has renewed the substantial confidence felt before, and increased stimulus has been imparted to every branch of the trade. Some of the makers have been asking as much as 71. 5s. for bars, f.o.b., and the average price obtained is 61. 17s. 6d. to 71. Rails are quoted 61. 12s. 6d. to 61. 17s. 6d., f.o.b. In the Coal Trade there is also a corresponding degree of activity, more especially as regards steam. There is hardly a steam coal colliery in the district but what is fully employed, and the demand continues so good at Cardiff that many vessels are obliged to be placed on demurrage, in consequence of the inability of the colliery proprietors to send down sufficient coal for the requirements of shippers. More activity is evinced in the house coal trade, and at Newport and Swansea the shipments are increasing. The house coal collieries are fairly employed. The tin-plate works are kept in pretty regular work. There is an improvement of late in the demand, but the charcoal makers complain that there has not been an advance in prices proportionate to the advance in iron. Coke-plates are in good request.

Railway matters command more than usual attention at the present time, owing to November being the month for giving the necessary parliamentary notices. The following are the principal new undertakings of which notice has been given:—Extension of the Neath and Brecon to Llangamarch, and branch to Banwen and Maesmarch Collieries; Swansea, Vale of Neath, and Brecon Junction; Rhymney Junction with the Merthyr, Tredegar, and Abergavenny, and with the old Rumney; Vale of Crickhowell Line from Talyrlin to Abergavenny; South Wales, Tenby, and Milford Line from Whitland to a junction with the Tenby and Pembroke; Carmarthen and Gardigan branch to Kidwelly; Newport Harbour Commissioners, Purchase of Docks; Trustees of Marquis of Bute, New Dock, &c., at Cardiff.

The negotiations for the purchase or leasing of the Newport Dock, &c., at the Harbour Trust and Town Council are progressing, although rather slowly. It is understood that the committee recently appointed by the Harbour Commissioners and Town Council will have an interview with the directors of the Dock Company early in December, and then the matter will be thoroughly discussed. According to the Dock Company's report for the half-year ending June 30 last, the total capital amounted to 328,561. 10s. 10d., and the expenditure to 337,918. 13s. 10d., leaving a balance against the company of 9357. 3s. The capital was made up of the following items:—Ordinary shares, 90,000; first preference, 32,000; new 5½ per cent. preference shares, 104,966. 15s. 1d.; cash raised on mortgage, 95,000; cash advanced from revenue, 49,291. 19s. 9d.; sundries, 64. 16s.; making a total of 328,561. 10s. 10d. Besides the 9357. 3s. against the capital account, the company owe for the calendar recently erected, and Lord Tredegar has a claim against them for a revolutionary interest in about seven acres of land. The gross income of the company for the year 1863 will amount to about 17,000l., and the net receipts to perhaps 8000l. This would give 1½ per cent. per annum on the whole capital, and, therefore, to arrive at the value of the dock property it will only be necessary to refer to the Stock Exchange share-lists, and see what are the quotations for shares in public companies that pay 1½ per cent. dividend. The Great Eastern Railway paid a dividend of 11. 17s. 6d. to its ordinary shareholders last year. According to *Herapath's Railway Journal*, this is considered the best railway property in the market, and the present quotations are from 49 to 50; or, in other words, the stock is selling at one-half its original cost. It will take some time before the Newport Dock will pay 1½ per cent.; but, even calculating that it did return that dividend, at the present time the market value of the property would be about 170,000l. The Bank of Wales extraordinary general meeting, on Thursday, was called for the purpose of confirming the resolutions passed at a previous meeting, repealing and altering certain clauses in the Articles of Association respecting the holding of meetings,

the appointment of auditors, and the purchase of shares on behalf of the company. The several resolutions were read by the solicitor, and, on the proposition of the Chairman, seconded by Mr. J. W. Johns, they were unanimously adopted.

At the Brecon and Merthyr Railway Company special meeting, on Friday, Mr. Banks (the Chairman) explained that the meeting had been called for the purpose of authorising the directors to borrow, either on mortgage or debentures, a sum not exceeding in the whole 20,000l. He congratulated the shareholders on the prospects of the undertaking, and the rapid progress of the remaining works. A resolution authorising the directors to borrow the sum mentioned was unanimously agreed to.

Messrs. Jacob Lewis and Sons, Pontardawe, have blown in their blast-furnace, and the first charge was drawn on Saturday. The neighbourhood will derive a great benefit from the starting of this furnace, and it is hoped that the spirited proprietors will receive such encouragement that another furnace will soon be erected.

The Swansea and Glamorgan Herald states that the Llanelly Dock Improvement Committee met the representatives of the Llanelly Railway and Dock Company, on Tuesday, to submit the terms on which the Commissioners were prepared to carry out the guaranteed which they had proposed—which terms were not accepted by the railway directors. What the result of this failure for the present in negotiation may be cannot yet confidently be stated, but, meanwhile, steps are being taken to obtain the necessary parliamentary powers to provide better dock accommodation. Mr. A. M. Rendell, the engineer of the Leith Dock, London Dock & Co., has been engaged by the Commissioners to advise them as to the best site and scheme to meet the wants of the harbour, and, having visited Llanelly, he is now preparing the plans to be deposited preliminarily to application to Parliament.

The arrivals at Swansea include—three cargoes (334 tons) of iron ore from Cherbourg, for the Dowlais Iron Company.

WELSH v. NORTH OF ENGLAND STEAM COAL.—In my report two or three weeks since I referred to the Government experiments on steam coal at Devonport, and the satisfactory results as regards the South Wales steam coal. It will be remembered that the experiments were made in consequence of a memorial to the Lords of the Admiralty from the North of England coalmasters, stating that an admixture of certain proportions of the two coals (South Wales and North of England) was superior in evaporative power to that of South Wales alone. A meeting of the principal steam coal colliery proprietors was held at the Windsor Hotel, Cardiff, on Wednesday, in order to receive the report of Mr. Tomlinson, locomotive engineer to the Taff Vale Railway, who had been appointed to watch the experiments on behalf of the South Wales coalmasters. Mr. T. Powell occupied the chair, and there was a good attendance of colliery proprietors. Mr. Tomlinson's report went to show that, upon the whole, South Wales coal was 18 per cent. superior to its North of England rival, or any of the mixtures proposed. It was unanimously resolved to publish the report *in extenso*, in both the English and French languages, and it will be distributed amongst the principal merchants of the world.

REPORT FROM NORTHUMBERLAND AND DURHAM.

Nov. 26.—The Coal and Iron Trades remain, on the whole, good; the latter, especially, seems to improve, and extensions of old works and the construction of new ones continue to be planned. The works at Consett, Shotley Bridge, and the neighbourhood are extremely brisk, and greater confidence is felt as to the permanency of the important works in that district than has been the case for a long period. It is understood that the Bradley Iron furnaces are shortly to be blown-in, an iron-making firm in the North having leased these works. The position of affairs at Straker and Love's collieries has not materially altered since last week. Another conference took place on Tuesday between Mr. Love and a number of the men, but as yet without any beneficial result. Mr. Love agrees to pay by weight, over tub, if necessary and possible to do so, to be weighed, and, of course, each man to receive pay in proportion to the number of tons of coal sent to bank. The only point to be settled is, therefore, the standard to be adopted as the *nominal* weight of coal each tub has to carry, a fair margin being allowed below this standard before a tub can be confiscated, or, what amounts to the same thing, before a fine is inflicted amounting to the value of the tub at the current score price; and each man, of course, to be paid for any weight of coal he may send to bank above the standard weight adopted. Now, such an arrangement as this is certainly most fair, and it must remove entirely the grievances formerly complained of, as no robbing of tubs could go on under such a system. But this knotty point that is, the fixing of the standard—appears to defy all the efforts of the parties. But this need excite any surprise, as when the question is stripped of all extraneous matter there cannot be a doubt that the cause is simply this—the men are determined not to agree on the old terms; they wish to have an advance of price. The question, therefore, arises whether the state of the trade can possibly warrant this. If we suppose that a tonnage price were agreed upon, and each pit were to resume full work, leaving the standard weight out of the question, then every tub drawn being weighed, the average of these would certainly give a fair and just standard weight, always provided the tubs are fairly filled.

But here the same difficulty is encountered, for the men wish to fill the tubs only level full at the face, instead of being moderately heaped, in order to ensure their going nearly level full to bank. It is absurd to propose to fill coals only level full at the face; this has never been the practice in the district, as in filling coal rapidly into tubs many spaces must be left in the tub, which gradually fill up by the motion in the passage, so that it is absolutely necessary in filling coal, which is of various sizes and the most irregular shape, to keep the tub a little in order, that they may have a chance of getting to bank nearly level full. It must be for the mutual interest of both men and owners that this be done; it is against the interest of both to send tubs to bank only partially filled. The question, therefore, really resolves into the rate of wages to be paid. This is the real question at issue, and it would be better for all parties if this were clearly understood and expressed. At South Meadows Colliery the men have struck work for an advance of price. The seam intended to be worked in future at this place is the Brass Thill, and 6s. per score is offered, the men requesting 5s. 6d.—so the matter stands at present. The Paces Bank and Spennyngton Collieries are still idle, the men having struck work on occasion of a refusal for an advance of wages, so far as we understand, but for the purpose of ousting the managers of the place, and usurping their authority. These collieries belong to the Hartlepool Dock and Railway Company, and there is no likelihood of the demands of the men being complied with—they cannot, indeed, be complied with, as to do so would be virtually to give the collieries into their hands.

REPORT FROM DERBYSHIRE, YORKSHIRE, AND LANCASHIRE.

Nov. 26.—The Iron Trade still continues in a prosperous state, and all the works in these counties, without exception, are doing good work. The Steel Trade has also improved, and the demand both for raw and manufactured material is exceedingly active. The use of steel in ship-building is also a new feature, and the success which has attended the launch this week is regarded as a great triumph for the trade. The introduction of steel into the manufacture of munition of war is also calculated to be of great value to the trade. We referred in our last to the success which has attended the manufacture of armour-plates by Mr. Cammell, of the Cyclops Works. On Friday last that gentleman gave a sumptuous dinner at the works in commemoration of that event, which was attended by a select circle of friends. During the proceedings Mr. Cammell took occasion to refer to the recent tests to which his plates had been subjected. It was also mentioned that the firm have made no less than 167 tons of railway springs in one week, and that they are preparing for the casting of steel ingots to weigh about 40 tons—an event unprecedented in the trade.

The Coal Trade is exceedingly brisk, and the wages of the colliers at most of the large works in these counties have been advanced 10 per cent. There is a difficulty now in getting sufficient hands at most of the collieries.

The accident arising from the inundation at the Swanwick Colliery, at Alfreton, was fully investigated, on Monday, by Mr. Busby, coroner, and Mr. Hedy, one of the Government Inspectors, when a verdict of "Accidental Death" was returned. There was no blame attached to anyone in charge of the workings.

A meeting of colliery engineers was held at Pensnett, on Tuesday, at which every colliery in the district was represented. It was stated that the wages paid per day in the different collieries were from 3s. to 3s. 8d.; and resolutions were adopted to the effect that all engineers receiving less than 3s. 6d. per day should demand a rise to that amount, and that any who should be dismissed in consequence should be supported by a levy on those still at work. It was thought better not to amalgamate with the miners, but the meeting pledged itself to give them its cordial support in time of need. Mr. Barrow, the proprietor of Springwell Colliery, Stavely, has given notice that from the 23d inst. "he will, during the winter months, give an advance of wages" to the colliers, on condition that "work is not neglected on Mondays and Tuesdays." Those who do so are not to participate in the advance. It is understood that the rise will be 1d., 2d., and 3d. per ton, according to the part of the pit where the coal is got. The banksmen are also to have an advance of 2d. per day.

The procrastination of the directors of the Mill Dam Company to call the annual meeting, at which the accounts for the past year should be laid before the shareholders, seems from the last report to be affecting the enquiry for shares; for it is this reluctance to meet the shareholders, and not the creation of new capital, as alleged, that "checks the enquiry for shares." The way in which new capital has been created is very likely to give rise to fresh litigation. Up to the general meeting, held in November last year, the capital consisted of 6000l., originally divided into 3000 shares, of 11. each, but upon which, by subsequent calls, 31. per share had been paid. When the accounts produced at the last meeting showed that the liabilities of the company amounted to nearly 1800l., a resolution was passed to create 1000 new shares, at 21. each, which would raise a sum sufficient to clear off the large debt, and leave a surplus of about 200l. to the credit of the mine. Passing over the requirements of the Act regulating joint-stock companies, it seems the new shares were not only created, but put on a par with the original shares, upon which 31. has been paid, and the mine is now quoted in the local share list as divided into 3000 shares, upon which 31. per share has been paid; in other words, a bonus of 1000l. is given to the holders of new shares, at the expense of the original shareholders, if the above quotation in the Sheffield share list is correct. So that if any profit should ever be realised, the new shareholders will receive on their 21. a dividend equal to what the original shareholders will get for the 31. paid by them. But if it becomes necessary to make another call, calculated and ordered, as usual, at a certain sum *per share*, without a distinction being made between the old and new shares, the original shareholders will pay double the amount on their capital that the holders of the new shares will contribute; because the new shares being 21. each, and the old shares 11., a call of 5s. per share, equally upon the old and new, would cause the original shareholders to contribute just twice the amount on their capital required from the new shareholders. To make the contribution equal, it is contended that either the 1000 21. shares ought to be considered as double shares, or the original shares should be converted into 21. shares, and the call calculated upon them accordingly; otherwise, if the mine ever pays a dividend, the holders of the new shares will receive more; but if it is necessary to make another call they will pay less than they ought. For these reasons great dissatisfaction is expressed at the attempt, this year renewed, to put off holding the general meeting. The shareholders do not wish to have it again postponed, and the accounts kept back until a large debt is accumulated and obliged to be provided for, as was the case last year. Moreover, since the last meeting several thousand pounds must have been received by the directors from the call and sales of ore, if the reports of the large quantities of ore raised are not greatly exaggerated. If the directors have a surplus in hand, the shareholders

From Mr. EDWARD COOKE:—There has not been quite so much business done as for many previous weeks, arising from several causes; probably the principal one being the fact that the prices at which business of all kinds becomes more rather than less attractive. The speculation in EAST RUSSELL shares, which I have mentioned in my last, must have resulted in heavy losses to those who imprudently bought into the mine merely upon the discovery of a very short bunch of ore in the 120 fm. level. It certainly does appear to be a very short bunch of ore, seeing that the lode in the 120 fms. has become perfectly valueless. Speculation may, probably, prevent the shares from receding to their original price, &c., but the mine is certainly not more valuable than when it was first discovered, and the shares have been pretty well supported. A considerable amount of business has been done in the whole of the immediate neighbourhood, and prices well sustained. A discovery of lead close to the boundary of the North Chiverton Mine must be regarded as very important to the future of this company. Apart from this, however, the prospects during the past week in other parts of the mine have considerably improved; and, although the property as yet has not been appreciated to the extent the market desires, it is no less likely to be one of the most successful ones to the extent the market intends to purchase the public. The company is in full operation, and I hope soon to be enabled to advise my readers of the cutting of the outcrop at the 30 fathom level. The shaft has been holed to this level, and a cross-cut has been commenced towards the lode, with every prospect of meeting with a discovery of lead. It will thus be seen that a considerable amount of work has already been done at North Chiverton, and which is available to the present company. The shares are standing at 2/-, and would strongly advise them being bought while they are yet to be had. There were some who would have been largely deluded if they are not really to be bought. At the next meeting, on Monday next, I anticipate there will be a good report of the dividend of 10 per share declared, with the prospect of an increased one, or a bonus, in addition to the usual dividend at the ensuing meeting. There is certainly not a more eligible investment to be met with than Tincroft at the present market price. The ground that has been recently added to WHEAL GRITLES and EAST WHEAL GRITLES is of inestimable value.

to each of those mines. This has been obtained at a vast amount of perseverance on the part of a gentleman whose services have already been recognised by the Wheal Grylls Company. GREAT WHEAL GRYLLS has recently been introduced, principally to the shareholders in the two former mines, and the shares have been readily absorbed. The price at which they have been distributed is 4s. There is an engine, pitwork, dressing-floor, with the exception of stamps, all complete; dwelling-house, smith's shop, accountant's house, and other materials, estimated, with work done, &c., to be equivalent to 7500l., and a capital more than sufficient, according to the best authority, to place the company in a profitable position. My object in stating these particulars, relative to this important tin district, is for the information of those who have not paid that attention to it which it deserves. If proof were wanted of the importance of the district, I would point to the great success of Wheal Grylls, and very flattering prospects of East Wheal Grylls. The shares in the latter mine have risen some 5s. per share during the past few weeks, while Wheal Grylls is paying good quarterly dividends of 1s. per share, and ranks among the most eligible investments in Cornwall. WHEAL KERRY (St. Agnes) is another dividend mine, making profits equivalent to 15 or 17 1/2 per cent. per annum on the current price of the shares, with improving prospects. The mines I have mentioned are well deserving special attention on the part of the public, many of whom, I regret to say, frequently lose sight of such legitimate concerns, for the purpose of speculating in ephemeral schemes, that do not possess the slightest pretension to legitimacy. Now is the time to buy, notwithstanding the comparative dullness that prevails, as a reaction will soon set in.

From Mr. JAMES CROFTS:—The Mining Market this week has gone rather flat as regards prices, but the amount of business doing is not to be complained of, by comparison with an ordinary state of supply and demand. The mines most dealt in are of the speculative class, and prominent among them is EAST RUSSELL, which, as usual, presents some very remarkable phases—as, for instance, prices up to 6 1/2, 7, and down to 4. The lode in the 130 to-day is worth 70s. a fathom, and to-morrow of no value whatever; on which the "beats" who sold at 6 or 7, begin to buy back, and the price advances to 4 1/2. Then comes a report of a small improvement, and another 10s. per share is added to the price, all which is very unsatisfactory business, and, more or less, prejudicial to steady business, and particularly to such of the public as are drawn into the shares at the highest price, which they may not see again within a reasonable time. EAST LOVELL shares are taking a high position, and deservedly so, as appears from the latest reports. WHEAL CRENSHAW have improved up to 40s., and become a steadier and favourite share; sale to buy at from 32s. 6d. to 35s., or under. SOUTH CARNARVON WHEAL HOPES has improved, active buyers, and few sellers. WEST TREVELYAN shares are selling at very low rates, and for that reason alone should be bought. PARRIS ADVANCE, and WHEAL UNY'S decline. CAMBORNE VEAN and GORAMBA both lower, and both good and safe speculations at higher prices than the present. ROSKARNOUGH cheap, and ore appearing in the mine. COPPER HILLS are offered, but buyers few, simply because the merits of this long-established mine are imperfectly known; they were lately 17s. to 18s. WEST CHIVERTON have attained a high price, at which they are steady. The production of ore and the value of the lodes place this mine at the apex of the column of Cornish mines for lead ore. It is reported that for future delivery 62 1/2 has been paid for these shares, which upon 10s. paid presents an excessive premium, but probably a justifiable one. CHIVERTON are firm; the other CHIVERTONS in moderate demand only. CENTRAL MINERA and TWELVE APOSTLES have both decided on the erection of engines, to pump water and draw stuff and ores. Either of these mines, such is their identity and proximity of lodes, erecting an engine would have unwatered all the other mines in the immediate vicinity having the same lodes, but the CENTRAL management having their shaft already sunk, very wisely determined upon an engine at once, instead of waiting the process of sinking an engine-shaft by the Apostles, and this resolve vastly increases the value of the CENTRAL MINERA property, at a cost of only 3000l., or 4000l., and the certainty of great results from developing the lodes both of the APOSTLES and UNION MINERA. The student of the facts already sufficiently known as to the prospects of CENTRAL will do well to profit by them, and buy any number of the shares at present prices, and the writer sincerely hopes that this advice will be adopted, if only to test his convictions that no better shares can be bought and laid by for a few months. TWELVE APOSTLES' ends are yielding at present about 32 tons of ore per fathom, and even in 12,000 shares they should be cheap at the current rates, which present some 20s. a share reduction. BEDOL-AUR, on the Golden Horseshoe, sell largely at above par. This mine commences operations on Dec. 1, in the two shafts and other points of importance, and is, probably, at a moderate scale one of the safest investments the Flintshire mineral field can, or ever did, offer to the public. CLIFFORD, EAST CARADON, NORTH TREKREAR, WHEAL HOPE, BRYNFORD HALL, and WHEAL GRENVILLE shares all in demand. EAST GRENVILLE are at a very safe price to buy. Dividend stocks all good. The tip-top mine, DEVON CONSOLS, pays 54s. a year in dividends per share, and will most probably increase in value. The ore exists still in fabulous quantities, and it may be stated, as one of the fortunate individuals engaged in mining, that one holder of 256 shares, out of the 1024, is now receiving nearly 14,000l. a year in dividends. The writer purposes next week to publish some Notes on the Holywell and other Flintshire Lead Mines, founded upon personal inspection and investigations, when he hopes to show that there is no lead mining district in Wales more worthy the attention of capitalists, combined with the generally inexpensive cost of working the mines, which "Notes" may be followed by others on the equally valuable Wrexham district, now undergoing a rapid course of development.

NEW INVENTIONS.

PROVISIONAL PROTECTION for six months has been granted for the following:—
C. HUMPHREY, Saltaire.—Improvements in the means and method of purifying hydrocarbons. Oct. 19.
E. G. ATHERLEY, London.—Obtaining motive-power by certain arrangements of machinery. Oct. 19.
S. HOLMAN, London.—Improvements in machinery for raising and forcing fluids, parts of which improvements are also applicable to steam-engines, blast-engines, exhaustors, and other machines. Oct. 19.
F. J. VANDENYNGE, Belgium.—Improvements in machinery for excavating land. J. J. REY, London.—Improvements in the manufacture of explosive compounds. M. HENRY, London.—Improvements in the manufacture of zinc white. Nov. 3.
G. YULE, Paris.—Improvements in treating natural phosphates of lime for agricultural purposes. Nov. 3.
J. WHITEWORTH, Manchester.—Improvements in the treatment and application of H. BESSEMER, London.—Improvements in the manufacture of malleable iron and steel, and in the apparatus employed in such manufacture. Nov. 5.
J. TOWNSEND, Glasgow.—Improvements in manufacture of nitrate of potash. Nov. 6.
LETTERS PATENT have been issued during the past week for the following:—
G. STEVENS, Surrey.—Improvements in coke-ovens, and in building and heating ovens or retorts, for generating coal gas connected therewith. May 22.
W. CONNACK, Manchester.—Improvements in the distillation of coal tar, tar oil, resin, resin oils, all hydrocarbons, petroleum, or other mineral or vegetable oil and spirits derived therefrom. May 23.
J. MUNRO, Tullibarn, and R. SCOTT, Cambusethan.—Improvements in apparatus for boring, mining, and excavating, or cutting, in motive-power engines and in pressure-gauges. May 26.
SPECIFICATIONS published during the week:—
Manufacture of iron and steel, 4d.; manufacture of tin and terne plates, 2s. 6d.; amalgamating minerals, 6d.
L. DE FONTAINEBREAUX.

POLYGLOT TECHNICAL VOCABULARY.—Dr. P. K. ter Reehorst, the well-known translator and interpreter, of Cowper's-court, Cornhill, has just issued an exceedingly useful vocabulary—"The Engineers', Manufacturers', and Miners' Vade Mecum"—which we do not doubt will be extensively patronised by practical men. The vocabulary is arranged upon a new plan, and comprises about 300 English words in connection with commerce, engineering, mining, &c., arranged alphabetically, and accompanied by their equivalents in French, German, Italian, and Spanish. That the vocabulary is perfect we will not say, but it approaches sufficiently near to accuracy to afford all the information which anyone consulting it need wish for. The circumstance of Dr. Reehorst's name having been long and favourably known to the public as the author of vocabularies of technical words, for which linguists found it difficult to give an equivalent, and with regard to which even the best dictionaries afforded them no assistance, will be a sufficient guarantee that reliance can be placed upon it.

HOLLOWAY'S OINTMENT AND PILLS—RELIEF AND REMEDY.—It is useless here to enter into the question, how this ointment works such astonishing cures of all descriptions of sores, ulcers, bad legs, and scrofulous eruptions? Sufficient is it for all purposes to know that the united testimony of thousands of persons, who have been cured of their ailments, and who earnestly recommend it to all afflicted with these maladies. When this treatment is once commenced the ease and comfort it bestows will induce its steady continuance till the cure is completed. These excellent remedies can be purchased everywhere, either at home, in the colonies, or foreign countries, and the method of using them is plainly printed and wrapped round each package.

MESSRS. W. DERRY AND CO., MINING MATERIAL MERCHANTS, ST. AUSTELL, respectfully inform the mining public that they have constantly ON SALE EVERY DESCRIPTION OF MINING PLANT, IN STEAM ENGINES, pitwork, and dressing appliances, which they are prepared to offer on very advantageous terms, and such as will especially commend themselves to the projectors of new undertakings.—Applications to be addressed as above, or to the engineer of the company, Mr. W. H. GRAY, St. Austell.
Dated St. Austell, August 12, 1863.

CORNISH CRUCIBLE AND BLACK-LEAD POT MAKER
JOHN JULEFF, FORD STREET, and PEDN-AN-DREA, REDRUTH.

MINING IN SOUTH AUSTRALIA.—MR. J. B. AUSTIN, MINE AGENT AND BROKER, WATERHOUSE'S BUILDINGS, ADELAIDE.
Mr. AUSTIN, having visited all the mines of the colony, is prepared to furnish detailed reports upon them, giving full and reliable information to persons desirous of investing. He has also made arrangements which will enable him to undertake the sale of mines or shares in the English or colonial markets. He will also inspect and report on any mineral property.
For terms, &c., apply as above, or to Messrs. ALEXANDER SCOTTON and Sons, 81, Old Broad-street, London, E.C.
London A. L. ELDER, Esq., Fenchurch-buildings, Fenchurch-street.
Melbourne Hon. GEORGE ROSE, Bourke-street West.
Sydney ANDREW GARRAN, Esq., S. M. Herald office.

MR. J. MANSFIELD SMITH, of 38, THREADNEEDLE STREET, E.C., would CALL SPECIAL ATTENTION to the CAMBORNE, ILLOGAN, GWENAP, and REDRUTH DISTRICTS, as the only ones in which mining, energetically conducted, under the management of trustworthy and experienced agents, is certain of success.

J. MANSFIELD SMITH'S JOINT-STOCK COMPANIES SHARE PRICE LIST AND MINING CIRCULAR (sent post free on application) should be consulted by all persons desiring information on mining and other companies. It contains REPORTS ON MINES, extracts of PROCEEDINGS OF MEETINGS, abstracts of PROSPECTUSES of the principal NEW COMPANIES brought before the public, and a LIST OF DIVIDENDS AND PROSPECTIVE UNDERTAKINGS recommended for purchase.
J. MANSFIELD SMITH recommends Devon Great Consols, Tincroft, Wheal Seton, West Seton, and East Pool, in dividend mines; these, on an outlay of £123,194, have returned 1,238,000l. in dividends, and now command a market value of 891,000l., showing an aggregate profit on outlay of 2,000,806l. Also, Camborne Veau, Crane, North Dolcoath, Wheal Crofty, Wheal Hartley, Roskear, and Currys, in progressive mines.
Commission, 1 1/4 per cent.

MONEY.—CONTRACTORS AND OTHERS can be ACCOMMODATED with LOANS, DISCOUNTS, &c.—Apply to Messrs. WILKINSON and Co., monetary negotiators and arbitrators, &c., 25, Birchin-lane, Cornhill, London, E.C.

India Office.

BY ORDER OF THE SECRETARY OF STATE FOR INDIA
IN COUNCIL, notice is hereby given that the DIRECTOR-GENERAL OF STORES FOR INDIA will be READY, on or before MONDAY, the 30th instant, to RECEIVE PROPOSALS in writing, sealed up, from such persons as may be willing to SUPPLY—
CAKE COPPER.

And that the conditions of the said contract may be had on application at the India Store Office, Cannon-row, Westminster, where the proposals are to be left any time before Two o'clock P.M. of the said 30th day of November, 1863, after which hour no tender will be received.
GERALD C. TALBOT, Director-General.
India Office, November 23, 1863.

ST. IVES WHEAL ALLEN.—WANTED, TWENTY SHARES
In the above mine, last call paid.—Address, stating lowest price, "W. W." Post-office, Binfield, Berks.

VISTULA COLLIERY COMPANY (LIMITED).—SIXTY SHARES in this company FOR SALE, at £2 10s. per share (£5 paid). Also, FIFTY SHARES in the KARBITZ COLLIERY COMPANY (LIMITED), fully paid £1, at 10s. per share.—Apply to Mr. J. MANSFIELD SMITH, 38, Threadneedle-street, London, E.C.

J. MANSFIELD SMITH is a BUYER of Wheal Currys, Wheal Buller, Crane, and Roskear shares.

FOR SALE, the FOLLOWING SHARES:—100 Bedol-Aur, 9s.; 200 St. David's Gold, 1s. 9d.; 20 Kelly Bray, 17s.; 100 Worthing, 10s. 9d.; 50 Drake Walls, 37s. 9d.; 10 Chiverton Wheal Rose, £3 1/4; and 100 Nantgarw, 10s.—Apply by letter to "Alpha," 12, Middleton-street, St. Jude's, Bethnal-green.

SLATE QUARRY in WORKING CONDITION FOR SALE
In the NANTLE VALLEY, near CARNARVON, the formation the same as Bangor rock. The right of quarry is over about 50 acres. One quarry has yielded for a few years slate which has sold for nearly £1000 per annum.—For particulars apply to Mr. T. TYNELL, Herne Bay.

SLATE QUARRIES.—G. NORTHCROFT, ENGINEER AND SURVEYOR, FESTINGO, NORTH WALES, ADVISES ON ABOVE CLASS OF MINERAL PROPERTY.

SNOWDON SLATE QUARRIES
(BOWER and BOLLAND Proprietors).—There is a VACANCY for a PARTNER, who can command £8000.—Address, J. BOWER, Esq., D.C.L., Beaumaris, Anglesey North Wales.

TO LET, an ASSAY OFFICE, CENTRALLY SITUATED.
For particulars, apply to Mr. SIDNEY COOPER (Messrs. BRAGG and STOCKPORT), 6, Throgmorton-street, City.

WANTED, a SITUATION as COLLIERY MANAGER, by a gentleman who thoroughly understands the successful working of the business in all its branches, and has an extended connection in the coal trade. First-class references.—Apply, "K. O." MINING JOURNAL OFFICE, 26, Fleet-street, London, E.C.

WANTED, for the CHIVERTON CONSOLS MINES, FERRANZABULO, a good SECOND-HAND 40 in. PUMPING ENGINE, with or without boiler.—Communications, with full particulars, to be addressed to the purser, H. WHITEWORTH, Esq., M.D.; or the engineer, Mr. THOMAS JAMES, St. Agnes. Dated November 24, 1863.

AN IRONMASTER is DESIROUS OF MEETING with ONE or MORE PARTNERS, either with or without limited liability, to JOIN in WORKING an EXTENSIVE COLLIERY and IRON FURNACES, in the parish of RUABON, DENBIGHSHIRE, the latter of which are now in course of erection. Capital required, from £5000 to £10,000, or the ADVERTISER would DISPOSE OF or LET the COLLIERY and WORKS to a company upon royalties.—For particulars and to view, apply to THOS. RYMER, Esq., solicitor, Wrexham.

METAL TUBES AND CYLINDERS.—The ADVERTISER has COMPLETED an IMPROVEMENT in MACHINERY for MANUFACTURE of SAME, which is protected at home and abroad. He is now DESIROUS of JOINING with a CAPITALIST to FURTHER the UNDERTAKING, which promises to be a valuable one. A machine is ready for view.—Apply to Jno. KENDRICK, 20, East-row Birmingham.

QUARRY INSPECTION.—A PRACTICAL QUARRYMAN, who is well acquainted with all the quarries in North Wales, as well as several in Devonshire and Cornwall, OFFERS HIS SERVICES to INSPECT SLATE QUARRIES, and to furnish truthful reports thereon. Highly respectable references given, if required.—Address, "Quarryman," MINING JOURNAL OFFICE, 26, Fleet-street, London.

TO MINING ENGINEERS AND OTHERS.—WANTED, in the mining districts of England, influential parties as AGENTS, to TAKE ORDERS for FIRST-CLASS BORING TUBES and UTENSILS.—Apply, with references, to "S.," care of Mr. McWilliam, 6, Vincent-street, Glasgow.

TO INVESTORS IN MINES.—A GOOD OPPORTUNITY PRESENTS ITSELF to ANYONE DESIROUS of INVESTING in a GOOD PAYING COPPER MINE, at present worked privately, which has from legitimate causes been purchased for the purpose of forming it into a limited company. Liberal terms will be given to those willing to join in the preliminary arrangements.—For full particulars, apply by letter to G. R. HARRISON, solicitor, 61, Basinghall-street, London. Principals only dealt with.

TO COLLIERY PROPRIETORS AND OTHERS.—FOR SALE TWO PUMPING BEAMS, with carriages and base plate complete. Also, two connecting rods, two 10 foot crank wheels, with base carriages and base plate, all new, and suitable for working two 12 in. or 14 in. lifts.—Apply at the GOSWOLD IRONWORKS, near Walsall.

FOR SALE, about SEVENTEEN TONS of NEW WROUGHT IRON PLATES, full 1/2 in. thick, punched, suitable for clisters, bridge work, or case for blast furnace.—For price and particulars, address No. 2, Bank-street, Sheffield.

FOR SALE, an excellent 30 in. cylinder PUMPING ENGINE, 9 ft. stroke, equal beam.—Apply to Mr. HOLLOW, Leland, Cornwall.

FOR SALE, 194 in. FORCING PUMP, 14 in. LIFTING PUMP, HAND PUMPS, pumping crank, lifting screw, pit chain, and other colliery material.—Apply to Mr. JOHN FARRER, Saltaire, near Bristol.

HORIZONTAL ENGINES FOR SALE, at very low prices:—One 12 in. cylinder, 24 in. stroke; one 12 in. cylinder, 36 in. stroke; and two 14 in. cylinders, 24 in. stroke. All ready for delivery, and may be had with or without fly-wheels.—Apply to Messrs. E. PAGE and Co., Laurence Pountney-place, Laurence Pountney-hill, Cannon-street, E.C.

TO CAPITALISTS.—FOR SALE, the ONE-FIFTH of a most VALUABLE SLATE QUARRY in MERIONETHSHIRE, in an excellent and well proved vein, now in full work, and yielding a good monthly return of slates.—For further particulars, address Mr. THOMAS JARMAN, estate agent, Emsworth, Hants.

TO ENGINEERS, &c.—TOOLS ON HAND, AND READY FOR SALE.—SLIDE LATHES, from 6 x 8 to 10 x 13 1/2 inch centres, with beds from 6 to 22 ft. long. Also, PLANING, SHAPING, PUNCHING, DRILLING, and SCREWING MACHINES, at easy terms to purchasers. Mill work executed.—Apply to Messrs. WINTER and RAMSDEN, Perseverance Tool Works, near Holbeck station, Leeds.

NOTICE.—ANY PARTIES USING HUNT'S PATENT ORE SEPARATOR AND GOLD WASHING MACHINE in the UNITED KINGDOM, AUSTRALIA, or ANY of the BRITISH COLONIES (to which the patent right extends), will be PROCEEDED AGAINST according to law.—Licences can be obtained on application to Mr. JOHN HUNT, Portliverne, near Helston, Cornwall.

NOTICE OF REMOVAL.

MR. CHARLES THOMAS has REMOVED from 2, Crown-court, Threadneedle-street, to No. 3, GREAT ST. HELEN'S, E.C., where all communications must in future be addressed.

NORTH MINERA LEAD MINING COMPANY, 1860 (LIMITED).
DEEP LEVEL LEAD MINING COMPANY (LIMITED).
CWMBAENE MINING COMPANY (LIMITED).
TRIMLEY HALL LEAD MINING COMPANY (LIMITED).

NOTICE IS HEREBY GIVEN, that the OFFICES of the ABOVE COMPANIES are REMOVED to No. 3, GREAT ST. HELEN'S, E.C., where all future communications must be forwarded.
CHARLES THOMAS, Sec.

MR. JOHN BATTERS, STOCK AND MINING SHAREBROKER, 13, THROGMORTON STREET, LONDON, E.C., pays particular attention to British Lead, Copper, and Tin Mines, for which he solicits orders to sell or buy, at net prices.
Mr. BATTERS will, on application, furnish intending purchasers of Central Miners with reliable information respecting this valuable property, hitherto neglected.
BUYER of Central Miners and Bedol-Aur.
SELLER of 30 North Dolcoath, £1 1/4; 1 St. Ives Consols, £30; 5 Calvadausk, £20; 25 West Trevelyan, 5s.

JOHN GLEDHILL AND CO., MINE AGENTS AND SHAREBROKERS, MINING OFFICES, CORN EXCHANGE, LEEDS.

MR. BRENTON SYMONS, M.E., during his present VISIT to CORNWALL, will PAY PARTICULAR ATTENTION to the ST. JUST and the CHIVERTON MINING DISTRICTS.—For inspection and mineral surveys, address Mining Offices, Truro.—Dated 18, Hatton-garden, Nov. 11, 1863.

JAMES H. COCK, MINE SHAREBROKER AND DEALER, REDRUTH, CORNWALL.
J. H. Cock, having had 10 years' experience in the mining market, and being thoroughly acquainted with mines and their management, is in a position to advise or do business on the most advantageous terms. Cash or time bargains promptly attended to.

MINING OFFICES, 28, PRINCESS STREET, MANCHESTER.
LEIGH, MOLYNEUX, AND CO., MINE AGENTS AND SHAREBROKERS, BUY and SELL SHARES of EVERY DESCRIPTION, on commission or for net cash.
N.B.—Mr. THOS. MOLYNEUX, late of 27, Hope-street, Glasgow. All communications to be sent as above.

MESSRS. C. SCHIELE AND CO., ENGINEERS, INVENTORS, PATENTERS, AND SOLE MANUFACTURERS OF SCHIELE'S PATENT WINDMILL WATER WHEELS of 1863. SCHIELE'S PATENT FANS of 1863. SCHIELE'S PATENT STRIFUGAL PUMPS of 1863. SCHIELE'S PATENT BLAST and VENTILATING ENGINES of 1863. SCHIELE'S PATENT TURBINE STEAM ENGINES of 1863. SCHIELE'S PATENT MARINE VENTILATORS of 1863. SCHIELE'S PATENT MINE VENTILATORS of 1863. SCHIELE'S PATENT EXHAUSTERS of 1863. SCHIELE'S PATENT COMPOUND FANS of 1863. SCHIELE'S PATENT COMPOUND BLAST ENGINES of 1863. SCHIELE'S PATENT GOVERNOR of 1863. SCHIELE'S PATENT WAVE POWER MACHINERY of 1860. SCHIELE'S PATENT CRUSHING MILLS of 1860. WORKS.—CHORLTON WORKS, COULPLAND STREET. OFFICES.—3, CLARENCE BUILDINGS, BOOTH STREET, MANCHESTER. ALL MACHINERY ERECTED BY us GUARANTEED.

The following is copied from the "Manchester Examiner and Times," Oct. 31, 1863:—
SCHIELE'S WATER TURBINE.—A remarkably ingenious improvement has been effected by Messrs. C. Schiele and Co., of this city, in the invention of the water turbine, or wheel. Wherever a stationary engine is fixed a water turbine may now take its place, effecting an entire saving of coal and engineering, besides taking away all risk from fire or explosions. They are so compact that one, measuring 4 in. by 3 in. deep, will work a large organ, by being fixed in the ordinary way to the water-pipe. The water pressure during the day in Manchester, by the Corporation Waterworks, is equal to 47 lbs. to the square inch, and at night it is 70 lbs. to the square inch; here, then, is a motive-power applicable to many purposes to which it has never yet been applied. The power of the turbines varies from that of a boy to that of 1000 horses and upwards. From the peculiar construction of the turbines, also, it is impossible for them to become choked with leaves or sticks, as is the case with most other turbines. Several small ones are fixed, and are working machines of various sorts in Manchester, and the demand for them is so great that they bid fair to supplant the major portion of the stationary engines now in use, where a cheap supply of water can be had. They are applicable for domestic, commercial, and agricultural purposes, and may be placed in drawing, dining, breakfast rooms, or cellars; they are always ready for work, and may be set going or stopped at any moment by simply turning a tap. They will work printing presses, printing-machines, coffee mills, tobacco-cutting machines, fans, threshing-machines, hoists, and drive hydraulic presses. The size of the little machines, which may be carried in the hand, and the work they do, are in remarkable contrast, and it is only by seeing one at work that its real importance and value can be appreciated. Several of them may thus be seen by applying at the offices of Messrs. SCHIELE and Co., Clarence-buildings, Booth-street.

For other opinions on the press see "Manchester Guardian," Oct. 13, 1863; "Manchester Courier," Oct. 24, 1863; "Salford Weekly News," Oct. 24, 1863; "Preston Guardian," Oct. 24, 1863.

ANGLO-MEXICAN MINT COMPANY.—The Directors of the Anglo-Mexican Mint Company beg leave to notify to the shareholders that a DIVIDEND will be PAYABLE at the office, as above, on and after WEDNESDAY, the 2d December next. Claims to be made (printed forms of which may be obtained at the office) two clear days previous to payment. Attendance, Eleven to Three o'clock.
Broad-street-buildings, November 23, 1863. ALFRED GODFREY, Sec.

FORTUNA COMPANY (LIMITED).—Notice is hereby given, that an EXTRAORDINARY GENERAL MEETING of the shareholders of this company, called by the directors in pursuance of the powers in that behalf contained in the Deed of Settlement, will be HELD at this office, on TUESDAY, the 1st of December, 1863, at One o'clock P.M., for the purpose of extending the powers of the directors to raise or borrow money, for the use of the company, by altering and amending the 3d Clause of the said Deed of Settlement, substituting the words "fifteen thousand pounds" for the words "five thousand pounds" in such clause; and for the further purpose of deciding the mode by which such money shall be raised or borrowed.
By order of the Board, J. B. COLOGAN, Sec.
No. 5, Queen-street-place, Upper Thames-street, London, E.C., November 20, 1863.

THE LAGUNAZO SULPHUR AND COPPER COMPANY (LIMITED).—Notice is hereby given, that an EXTRAORDINARY GENERAL MEETING of the shareholders of this company will be HELD at the registered office, No. 43, Moorgate-street, in the City of London, on MONDAY, the 30th day of November, at Twelve o'clock precisely, for the purpose of passing the following special resolutions:—
1.—That the directors of this company be authorised to create and issue 5000 preferential shares, the same to receive a first dividend out of profits of 10 per cent., and afterwards to share equally with the other shareholders.
2.—That the last new shareholders of 2502 shares shall also be considered as preference shareholders, and shall receive the same dividend of 10 per cent., and afterwards share equally with the other shareholders.
3.—That the appointment of two new directors be taken into consideration.
By order, C. O. ROGERS, Sec.
Offices, 43, Moorgate-street, November 31, 1863.

NORTH CHIVERTON SILVER-LEAD MINING COMPANY.
On the Cost-book Principle, in 6000 shares.
The committee of management to be chosen from time to time at the general meetings of shareholders.
BANKERS.
The Alliance Bank, Lothbury, London.
Mr. Edward Cooke, 75, Old Broad-street, London.
Messrs. Dunsford and Ranken.
OFFICES.—9, BROAD STREET BUILDINGS, LONDON.

This company is formed for legitimately working on an extended scale a large area of mineral ground in the parish of Ferranzabulo, in the county of Cornwall, immediately to the north of the richly productive West Chiverton Mine. This district has been from a remote period one of the most productive for silver-lead and blende in Cornwall, and when it is remembered that East Wheal Rose, Wheal Hope, and Shepherds are neighbouring mines, as also Wheal Golden, Ferran St. George, Cargill, and others, which have yielded immense returns of ore and profits, a similar result may with absolute certainty be anticipated on further development of the lodes in the North Chiverton lands; this may be looked for the more positively from the generally favourable geological conditions, and from the opinions of the best practical lead miners of Cornwall, based upon the revelations and experience of previous workings, although hitherto the operations have been carried on without spirit or methodical management. It is proposed to apply capital and scientific aid to bring this valuable property into a condition and state of working which its importance demands.
A call of £1 per share is made upon the 6000 shares, for working capital, which is considered ample to put the mine in a profitable state. A limited issue of shares is now offered to the public at £2 per share (including the call of £1).
Applications for shares, accompanied with the amount of £2 per share, to be made to Mr. EDWARD COOKE, 75, Old Broad-street, London; the secretaries and bankers; from whom prospectuses can be obtained and reports of agents.

THE CRENVER AND WHEAL ABRAHAM UNITED MINING COMPANY (LIMITED).
Established for working the celebrated Crenver, Wheal Abraham, Oatfield, Wheal Sarah, and Tremoweth Mines, situate in the parish of Crowan, in the county of Cornwall, held under leases, at an average royalty of 1-30th of the produce.
Completely registered under the Companies Act, 1862, by which liability is limited to the amount subscribed for by each shareholder.
Capital £150,000, in 30,000 shares of £5 each, of which only 11,000 remain for allotment.
£1 per share to be paid on application, and £1 10s. on allotment.
BANKERS.
The Union Bank of London, Princes-street, and its branches.
The Metropolitan and Provincial Bank (Limited), Cornhill.
The Miners' Bank, Camborne, Cornwall.
BROKERS—Messrs. Field, Son, and Wood, 9, Warncroft-court, Throgmorton-street.
SECRETARY (pro tem.)—Romaine Delatorre, Esq.
PURSER—William Page Cardozo, Esq., Camborne, Cornwall.
OFFICES.—1, BASINGHALL STREET, LONDON, E.C.

ABRIDGED PROSPECTUS.
This property is in the heart of the richest mining district in Cornwall, and is surrounded by a number of the most productive copper and tin mines in the world, and which have paid immense dividends.
During the former working these mines produced, from one lode alone, copper ore yielding upwards of £1,000,000 sterling, being the largest sum ever realised in any mine in Cornwall within the short space of twelve years, and from a single lode.
It is upwards of 40 years since the mines were worked; the average standard of copper ore was then about £80, it is now nearly £130. Tin at that time was only £40 per ton; now it is more than £75.
Detailed prospectuses, containing reports of S. F. GRIFFIN, Esq., C.E., JOHN GARRY, Esq., F.G.S., SAMUEL GROSE, Esq., C.E., CAPT. JAMES POPE, WILLIAM PASCOE, WILLIAM TREGAY, JOSEPH VIVIAN, JOHN VIVIAN, EDWARD CROGWIN, MARK REED, and other mining authorities, and forms of application for the remaining 11,000 shares, may be obtained from the bankers, brokers, solicitors, and at the offices of the company, No. 1, Basinghall-street, London, E.C. (where plans and sections of the mines may be seen); or from W. PAGE CARDOSO, Esq., Camborne, Cornwall. In the event of no allotment being made, the deposit will be returned without any deduction or delay.

APPLICATION FOR SHARES.
GENTLEMEN.—Having paid to your bankers the sum of £4, being the deposit of £1 per share, I request you to allot to me shares of £5 each in the above company, and I hereby agree to accept such shares, or any less number that may be allotted to me, and to pay the further sum of £1 10s. per share on allotment, and I request you to enter my name in the books of the company for the number of shares so allotted.

Name in full.....
Profession or description.....
Residence in full.....
Date..... 1863.

THE CRENVER AND WHEAL ABRAHAM UNITED MINING COMPANY (LIMITED).
Notice is hereby given, that ALL APPLICATIONS FOR SHARES in this company MUST BE SENT IN by TUESDAY NEXT, the 1st December, for LONDON, and THURSDAY, the 3d, for the COUNTRY, on which day the SHARE LIST WILL BE CLOSED.
By order, ROMAINE DELATORRE, Sec. pro tem.
1, Basinghall-street, November 24, 1863.

TO INVESTORS.—CONSULT MR. GRIFFITH, 27, LEADENHALL STREET, LONDON, E.C., who ADVISES as to the RESPECTABILITY, VALUE, and PROBABLE PROSPECT OF SUCCESS of ANY SCHEME, PUBLIC COMPANY, &c., whether already established or in course of formation.

MINE SHARES, AND SHARES IN A STEAM VESSEL,
FOR SALE.—TO BE SOLD, BY AUCTION, at the Star Hotel, in Penzance

Tavistock Ironworks, Devon.—(Established 1804.)

GILL AND CO., ENGINEERS AND IRONFOUNDERS.
MANUFACTURERS OF STEAM ENGINES AND BOILERS. CHAINS OF ALL DIMENSIONS. STEELED SHOVELS to any pattern. EVERY DESCRIPTION OF CAST AND HAMMERED IRON for MINING, MANUFACTURING, and AGRICULTURAL PURPOSES.
HAMMER MILLS. EDGE TOOL MANUFACTORY.
FOREIGN MINES SUPPLIED ON LIBERAL TERMS.
VARIOUS DESCRIPTIONS OF SECOND-HAND MACHINERY CONSTANTLY ON HAND.
N.B.—AGENTS FOR TANGY'S PATENT HYDRAULIC LIFTING JACK, and WESTON'S PATENT DIFFERENTIAL PULLEY BLOCKS.

International Exhibition, 1862.

CLASS IX.—PRIZE MEDAL FOR AGRICULTURAL PORTABLE STEAM ENGINES AND MACHINERY.
CLASS VIII.—PRIZE MEDAL FOR HORIZONTAL HIGH PRESSURE STEAM ENGINES.

For "Good arrangement, good workmanship, and practical success."
CLAYTON, SHUTTLEWORTH, AND CO.,
ENGINEERS,
MANUFACTURERS OF PORTABLE AND FIXED STEAM ENGINES, MACHINERY FOR PUMPING, HOISTING, GRINDING, SAWING, and AGRICULTURAL PURPOSES, &c., adapted for any part of the world.
STAND NO. 113, LONDON, and
78, LOMBARD STREET, LONDON.
Descriptive, illustrated, and priced catalogues free per post.

Prize Medal Awarded Great Exhibition, 1851, for Mining Chains.

EDGE AND SON,

MANUFACTURERS OF
IMPROVED FLAT AND ROUND CHAINS AND WIRE ROPES, for MINING PURPOSES.
BOULDER, KIBBLES, BOILERS, IRON BLOCKS, and BLOCK CHAINS, RAILWAY COUPLINGS, HORSE TRACES, CRANE CHAINS, and SHIP'S CABLES.
MANUFACTORY, COALPORT, SHROPSHIRE.

Prize Medal, International Exhibition, 1862.

AVELING AND PORTER'S PATENT TRACTION
ENGINES AND LOCOMOTIVES FOR MINERAL RAILWAYS.
For prices, illustrated description, and testimonials, apply to Aveling and Porter, engineers, Rochester, Kent.

Exhibition Medal, 1862.

WEIGHING MACHINERY,
CONSISTING OF
PLATFORM WEIGHING MACHINES AND HIND'S PATENT RAIL AND ROAD WEIGHBRIDGES, overhead TRAVELLING WEIGHING CRANES and CRABS, RAILWAY WEIGHING TURNABLES, &c.
CRANES

Of the WALL, PILLAR, PORTABLE, or TRAVELLING KINDS; and CRABS and WINCHES for STEAM or HAND POWER, &c. Also, TURNABLES, WATER COLUMNS, TANKS, and PUMPING MACHINERY, and GENERAL RAILWAY PLANT, manufactured by
RICHARD KITCHIN, ENGINEER AND IRONFOUNDER,
SCOTLAND BANK IRONWORKS, WARRINGTON.

Prize Medal Awarded Great Exhibition, 1851, and International Exhibition, 1862.

PATENT SAFETY FUZE WORKS, TUCKINGMILL,
CORNWALL.—We respectfully inform the public that since the decease of the late Mr. THOMAS DAVY this firm has continued of JOHN SOLOMON BICKFORD, GEORGE SMITH, FRANCIS DAVY, and WILLIAM BICKFORD SMITH. It is requested that all letters may be addressed, and all cheques and drafts made payable to us, as
BICKFORD, SMITH, AND CO.

DINAS FIRE-BRICKS.—MESSRS. FREDERICKS AND JENNER beg to offer these well-known bricks, either at their Dinas Bridge or Kidwelly Works, and can safely recommend them as EQUAL, if not SUPERIOR, to ANY FIRE-BRICKS MANUFACTURED, having the highest testimonials from the largest copper smelters and consumers in the world.—Full particulars, with testimonials, prices, &c., can be had on application to their agent, Mr. GEORGE YOUNG, Briton Ferry, South Wales; the Dinas Bridge Brick Works, Glynneath; Kidwelly Brick Works, Kidwelly; or Messrs. EASTWOOD, Beilidre-road, London.

CREASE'S PATENT EXCAVATING MACHINERY,
for SUPERSEDING the SLOW and EXPENSIVE USE of MANUAL LABOUR in SINKING SHAFTS, DRIVING LEVELS, TUNNELLING, &c., is guaranteed to drive through any rock of average hardness at a minimum rate of 1 ft. per diem, and to sink shafts at the rate of 2 ft. in three days.
Mr. CREASE will undertake contracts for sinking shafts, driving levels, &c., at an enormous reduction of time and great saving in cost.
Applications to be addressed (for the present) to the patentee, Mr. E. S. CREASE, Tavistock, Devon.

By providing the power of calculating the time and cost to explore a certain depth and extent of ground, speculation in mining will be assimilated to commercial pursuits, with this unmistakable advantage—that when the ground has been once carefully and judiciously selected, and operations properly and systematically carried out for its development, there would be far less chance of unsatisfactory results than are met with by merchants and manufacturers in the usual routine of their business. As this important invention must beneficially interest the landowners, mine proprietors, merchants, and miners, we hope it will meet with immediate adoption.—*Mining Journal*

BASTIER'S PATENT CHAIN PUMP.
APPARATUS FOR RAISING WATER ECONOMICALLY, ESPECIALLY APPLICABLE TO ALL KINDS OF MINES, DRAINAGE, WELLS, MARINE, FIRE, &c.

J. U. BASTIER begs to call the attention of proprietors of mines, engineers, architects, owners, and the public in general, to his new pump, the cheapest and most efficient ever introduced to public notice. The principle of this new pump is simple and effective, and its action is so arranged that accidental breakage is impossible. It occupies less space than any other kind of pump in use, does not interfere with the working of the shafts, and unites lightness with a degree of durability almost imperishable. By means of this hydraulic machine water can be raised economically from wells of any depth; it can be worked either by steam-engine or any other motive power, by quick or slow motion. The following statement presents some of the results obtained by this hydraulic machine as daily demonstrated by use:

- 1.—It utilizes from 90 to 92 per cent. of the motive power.
- 2.—Its price and expense of installation is 75 per cent. less than the usual pumps employed for mining purposes.
- 3.—It occupies a very small space.
- 4.—It raises water from any depth with the same facility and economy.
- 5.—It raises with the water, and without the slightest injury to the apparatus, sand, mud, wood, stone, and every object of a smaller diameter than its tube.
- 6.—It is easily removed, and requires no cleaning or attention.

A mining pump may be seen at work at Wheal Concord Mine, South Sydenham, Devon, near Tavistock; and a shipping pump at Woodside Graving Dock Company (Limited), Birkenhead, near Liverpool.

J. U. BASTIER, sole manufacturer, will CONTRACT TO ERECT HIS PATENT PUMP AT HIS OWN EXPENSE, and will GUARANTEE IT FOR ONE YEAR, or will GRANT LICENSES to manufacturers, mining proprietors, and others, for the USE of his INVENTION.

OFFICES, 63, DEAN STREET, SOHO SQUARE.
London, March 21, 1859. Hours from Ten till Four. J. U. BASTIER, C.E.

PRACTICAL MECHANIC'S JOURNAL for December (Part 189, price 1s.), with a plate engraving of Messrs. Siemens, Halske, and Co.'s Tubular Iron Telegraph Posts, and thirty woodcuts. Original Articles on the Northern Collieries, the Expansive Energy of Heated Water, Artillery, the Power of Wind as Applied to Flour Mills, Walker's Equilibrium Slide Valve, Metallurgy.—Recent Patents: Johnson, Buoy; Johnson, Drying and Cooling Grain; Norton, Projectiles; Johnson, Iron and Steel; Johnson, Washing Machines; McConnell and Bovill, Railway Tyres; Legras, Ice Making; McConnell and Bovill, Chains and Armour Plates; Johnson, Filtering. Law Reports of Patent Cases, New Books, Correspondence, Scientific Societies, Marine Memoranda, Monthly Notes, Prices Current, List of Patents and Registered Designs, &c.—London: Longmans, 39, Paternoster-row; Editor's Office (Office for Patents), 47, Lincoln's Inn-fields.

THE MINING REVIEW, AND JOURNAL OF COMMERCE, TRADE AND MANUFACTURE, SCIENCE AND THE ARTS.
Published every Wednesday. Subscription, £1 1s. annually. Price 6d. stamped.

RAILWAYS AND MINES.

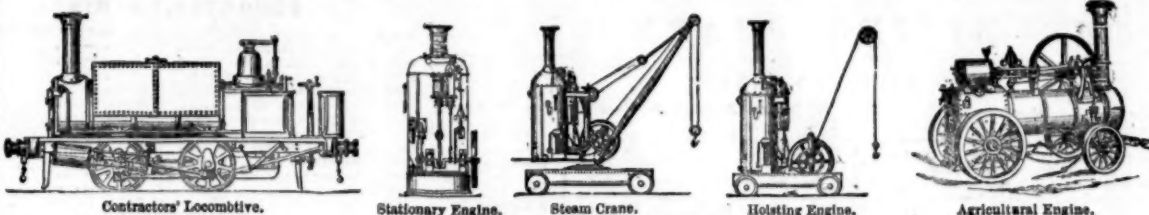
Capitalists who seek safe and profitable investments, free from risk, should act only upon the soundest information. The market prices for the day are for the most part governed by the immediate supply and demand, and the operations of speculators, without reference to the bona fide merits of the property. Railways depend upon the traffic, expenditure, and capital accounts, the probabilities of alliance or competition with neighbouring companies, the creation of new shares, the state of the money market as affecting the renewal of debentures, and other considerations founded on data to which only those can have access who give special attention to the subject. Mines afford a wider range for profit than any other public securities. The best are free from debt, have large reserves, and pay dividends bi-monthly varying from £15 to £25 per cent. per annum. Instances frequently occur of young mines rising in value 400 or 500 per cent. But this class of security, more than any other, should be purchased only upon the most reliable information. The undersigned devote special attention to railways and mines, afford every information to capitalists, and effect purchases and sales upon the best possible terms. Thirty years' experience in mining pursuits justifies us in offering our advice to the uninitiated in selecting mines for investment; we will, therefore, forward, upon receipt of Post-office order for 5s., the names of six dividend and six progressive companies that will, in our opinion, well repay capitalists for money employed.
Messrs. TREDINICK AND CO., STOCK AND SHAREBROKERS, and DEALERS IN BRITISH MINING SHARES, 78, LOMBARD STREET, E.C.

THE NEWCASTLE CHRONICLE AND NORTHERN COUNTIES ADVERTISER. (ESTABLISHED 1764).
Offices, 42, Grey-street, Newcastle-upon-Tyne; 60, Howard-street, North Shields; 195, High-street, Sunderland.

DR. SMITH has just published a free edition of his valuable work, the PRIVATE MEDICAL FRIEND (116 pages), on the Self Cure of Nervous Debility, Loss of Memory, Dimness of Sight, Lassitude, &c., resulting from the errors of youth. Sent post free to any address, on receipt of a directed envelope, enclosing two postage stamps.—Address, Dr. SMITH, 8, Burton-crescent, Tavistock-square, London, W.C.

THE MINING JOURNAL.

NEW PATENT PORTABLE STEAM ENGINES AND BOILERS.



CONTRACTORS' LOCOMOTIVES.
Prices complete, delivered free in Glasgow, Hull, Liverpool, or London.
6 horse power, pair of cylinders 4 1/2 in. diameter x 9 in. stroke.....£300
12 " " " 6 1/2 " " x 11 " " 350
12 " " " 8 1/2 " " x 13 " " 450
15 horse power, pair of cylinders 7 1/2 in. diameter x 14 in. stroke.....£300
21 " " " 9 1/2 " " x 14 " " 400
27 " " " 11 1/2 " " x 16 " " 720
Prices of STATIONARY ENGINES, STEAM CRANES, HOISTING ENGINES, AGRICULTURAL, PUMPING, and OTHER ENGINES on application.
J. B. BROWN AND CO., 18, CANNON STREET, CITY, LONDON, E.C.

NICHOLLS, WILLIAMS, AND CO., ENGINEERS,

BEDFORD IRONWORKS, TAVISTOCK.
MANUFACTURERS OF STEAM ENGINES OF EVERY DESCRIPTION, made on the BEST and NEWEST PRINCIPLES. We beg more especially to call the attention of the public to the manufacture of our BOILERS, which have been tested by most of our leading engineers. PUMP WORK CASTINGS OF EVERY DESCRIPTION, both of brass and iron. HAMMERED IRON and HEAVY SHAFTS OF ANY SIZE. CHAINS made of the best iron, and warranted. RAILWAY WORK OF EVERY DESCRIPTION.
ALL ORDERS FOR ABROAD RECEIVE THEIR BEST ATTENTION. NICHOLLS, WILLIAMS, AND CO. have had 20 years' experience in supplying machinery to foreign mines, and selecting experienced workmen to erect the same, where required.
Messrs. NICHOLLS, WILLIAMS, AND CO. have always a LARGE STOCK OF SECOND-HAND MINE MATERIALS in stock, and at moderate prices.

WILLIAM MATHEWS, ENGINEER, TAVISTOCK.
has FOR SALE:—ONE 30 in. CORNISH PUMPING ENGINE, with BOILER 9 tons; ONE 14 in. HORIZONTAL WHIM ENGINE and cage, with BOILER 4 1/2 tons; TWO 10 horse PORTABLE ENGINES, for winding or pumping; ONE CORNISH CRUSHER; ONE 30 ft. diameter WATER WHEEL, 9 ft. broad iron axle, sockets and rings; 60 fms. of 3 in. flat-roads, with pulleys.

RAILWAY CARRIAGE COMPANY (LIMITED).
ESTABLISHED 1847.
OLDBURY WORKS, NEAR BIRMINGHAM.

MANUFACTURERS OF RAILWAY CARRIAGES AND WAGONS, and EVERY DESCRIPTION OF IRONWORK.
Passenger carriages and waggons built either for cash or for payment over a period of years.
RAILWAY WAGONS FOR HIRE.
CHIEF OFFICES, OLDBURY WORKS, NEAR BIRMINGHAM.
LONDON OFFICES, 8, STOREY'S GATE, GREAT GEORGE STREET, WESTMINSTER.

NORTH CENTRAL WAGON COMPANY, ROTHERHAM.
RAILWAY WAGONS TO BE SOLD OR LET.
Application to be made to Mr. BARRAS, Secretary, North Central Wagon Company, Howard-street, Rotherham.

THE BIRMINGHAM WAGON COMPANY (LIMITED).
is PREPARED TO SUPPLY RAILWAY WAGONS OF EVERY DESCRIPTION, capable of carrying 6, 8, or 10 tons, at annual rentals, or for purchase on deferred payments, on advantageous terms.
EDMUND FOWLER, Sec.
OFFICES, 3, NEWHALL STREET, BIRMINGHAM.

ELLIS LEVER, INVENTOR and MANUFACTURER of the
IMPROVED SAFETY BRATTICE and FLEXIBLE TUBING,
23, MARSDEN SQUARE, MANCHESTER.
MANUFACTORY, WEST GORTON WORKS, MANCHESTER.

SHORTBRIDGE, HOWELL, AND CO., HARTFORD STEEL
WORKS, SHEFFIELD, SOLE MANUFACTURERS OF HOWELL'S PATENT HOMOGENEOUS METAL PLATES for BOILERS, LOCOMOTIVE FIRE BOXES, and TUBES, COMBINING the STRENGTH of STEEL with the MALLEABILITY of COPPER. RUSSELL AND HOWELL'S PATENT CAST STEEL TUBES. McCONNELL'S PATENT HOLLOW RAILWAY AXLES.—For prices and terms, apply to Shortbridge, Howell, and Co., Hartford Steel Works, Sheffield; or Messrs. HARVEY AND CO., 12, Haymarket, London.

EDWARDS'S PATENT MINERAL ORE and COAL
WASHING MACHINE.—This is by far the MOST ECONOMICAL, as well as the MOST PERFECT MACHINE MADE. Each machine is capable of washing 25 to 50 tons per diem, according to quality.—Full particulars, testimonials, &c., may be obtained from E. EDWARDS, Esq., C.E., 1, York-buildings, Adelphi, where a working model may be seen.

COAL CUTTING MACHINERY.
The WEST ARDSLEY COMPANY having, by recently patented improvements, perfected their coal cutting machinery, worked by compressed air, are NOW READY TO MAKE CONTRACTS for the CONSTRUCTION and USE of their MACHINES.
The results of twelve months' experience in the working of these machines, by the West Ardsley Company, have proved most satisfactory, their use being found to CHEAPEN the COST and IMPROVE the average SIZE of the COAL, to LIGHTEN the LABOUR, and also to MODIFY the SANITARY CONDITION of the MINE.
All communications to be made to Messrs. FIRTH, DONISTHORPE, and BOWER, No. 8, Britannia-street, Leeds.

NOTICE.—The WEST ARDSLEY COMPANY, having reason to believe that their patents are being infringed upon, hereby give notice that they will TAKE LEGAL PROCEEDINGS AGAINST ALL PARTIES who may MAKE FOR SALE, or USE ANY MACHINERY in the construction of which any such INFRINGEMENT is MADE.

COAL CUTTING BY MACHINERY.
MESSRS. RIDLEY AND JONES have, by recently patented improvements, COMPLETED their TRUNK COAL CUTTING MACHINE, WORKED BY COMPRESSED AIR, and are NOW PREPARED TO NEGOCIATE for the USE, and to SUPPLY MACHINES, which will be found to COMBINE SIMPLICITY of CONSTRUCTION with PORTABILITY and ECONOMY in WORKING. By the use of these machines a CONSIDERABLE SAVING of COAL is EFFECTED, and the COST of LABOUR MUCH REDUCED. Each machine will be guaranteed as to its capabilities, &c.—All applications to be made to Messrs. RIDLEY AND JONES, No. 53, Cuming-street, Pentonville, London, N.

HUNTER'S PATENT SLATE SAWING AND PLANING
MACHINE COMBINED.
Saws both sides of a slab at the same time.

HUNTER'S PATENT SLATE BLOCK SAWING MACHINE.
Cuts blocks to any thickness, hard or soft, and any number of cuts at the same time.

HUNTER'S PATENT CIRCULAR AND RECTILINEAR
PLANING MACHINE COMBINED.

HUNTER'S PATENT RIDGE STONE CUTTING MACHINE.
Cuts upwards of 100 feet run per day from solid rock.

MUNROX and Co., Arbroath Foundry, Makers.
For particulars, apply to GEO. HUNTER, Coleford, Gloucester.

Adopted by the Governments of Great Britain, Spain, Denmark, Russia, Brazil, East and West Indies.

EASTON'S PATENT BOILER FLUID,
FOR REMOVING AND PREVENTING
INCORUSTATION IN STEAM BOILERS, LAND AND MARINE.
P. S. EASTON AND G. SPRINGFIELD,
Patentees and Sole Manufacturers,
37, 38, and 39, WAPPING WALL, LONDON, E.
Or of their Agents in the principal towns of Great Britain and the Colonies.

IMPROVED APPLICATION OF WATER-POWER.
THE TURBINE.—MAC ADAM BROTHERS AND CO.,
ENGINEERS, SOHO FOUNDRY, BELFRAST, have been engaged for 12 years, with complete success, in MANUFACTURING their IMPROVED TURBINES, and can recommend them with confidence.

This machine is applicable to all practicable heights of fall and quantities of water, giving a much higher percentage of power than any other description of water-wheels. On low falls it has the additional advantage of not being affected by floods or back-water, and it is particularly well adapted for any falls where the quantity of water is variable.
Further particulars on application; also, references to turbines now at work on a great variety of falls.

NEW COMBINED TURBINE, WINDING, AND
PUMPING MACHINERY,
MANUFACTURED BY GEORGE LOW.

MILLGATE IRONWORKS, NEWARK-UPON-TRENT.
Who respectfully begs to bring the above to the notice of the mining public, as an exceedingly cheap and easy method of applying water-power for the above purposes.
The TURBINE, WINDING, and PUMPING MACHINERY are all fixed complete to one strong cast-iron bed plate, which can be placed in any situation without pit or excavation, and any height not exceeding 33 ft. from bottom of fall, the supply and suction pipe being all that is required to be connected to it, and can be brought in any direction. This combined machine can be easily removed when necessary.

G. Low begs also to state that the TURBINE is the most efficient and the cheapest method of applying water-power for mining purposes.
MANUFACTURER OF WINDING, PUMPING, CRUSHING, STAMPING MACHINERY, WINDING ENGINES, WATER WHEELS.

IMPROVED TURBINE WATER WHEELS CONSTRUCTED either to WORK VERTICALLY or HORIZONTALLY, and upon the MOST SCIENTIFIC and EFFECTIVE PRINCIPLE.

G. Low begs to recommend a special class of turbine adapted for extreme high falls (200 to 500 ft.), and consuming small quantity of water. This turbine will work with equal advantage without running at an excessive velocity. Also,
MANUFACTURER OF IMPROVED BORING MACHINES FOR DRIVING ADITS.

International Exhibition, 1862—Prize Medal.

JAMES RUSSELL AND SONS
(the original patentees and first makers of wrought-iron tubes), of the CROWN PATENT TUBE WORKS, WEDNESBURY, STAFFORDSHIRE, have been AWARDED a PRIZE MEDAL for the "good work" displayed in their wrought-iron tubes and fittings.
Warehouse, 81, Upper Ground-street, London, S.

Prize Medal, International Exhibition, 1862.

RUSTON, PROCTOR, AND CO.'S CELEBRATED
PRIZE PORTABLE ENGINES are SPECIALLY ADAPTED for WINDING, PUMPING, SAWING, &c. These engines have, in public competition, won the highest honours. For ECONOMY in WORKING, LARGE ALLOWANCE of POWER in CYLINDER AREA and PROPORTIONATE SIZE of BOILER, STRENGTH OF CONSTRUCTION, HIGH FINISH, and GENERAL EFFICIENCY, they are unrivalled, having recently been AWARDED THIRTEEN GOLD, SILVER, and BRONZE PRIZE MEDALS, and numerous other prizes.

Messrs. A. Knowles and Sons write:—
Pendlebury Colliery, near Manchester, June 5, 1861.
GENTLEMEN.—We beg to inform you that we have now in use the portable engine of 8 horse power you supplied us with, and have great pleasure in informing you that it works well, and we are much pleased with the workmanship and finish of it.
We are, yours respectfully,
ANDREW KNOWLES AND SONS.

Illustrated, descriptive, and priced catalogues may be had on application to the Sheaf Ironworks, Lincoln.

BARCLAY'S PATENT STEAM AND WATER
PRESSURE AND VACUUM GAUGES.

These GAUGES are MADE to INDICATE ANY PRESSURE from ONE to TWENTY THOUSAND POUNDS upon the SQUARE INCH.
EACH GAUGE is GUARANTEED FOR FIVE YEARS.

PATENTEE and MAKER,
ANDREW BARCLAY,
ENGINEER,
KILMARNOCK.

THOMAS TURTON AND SONS,
MANUFACTURERS OF

CAST STEEL PISTONS, TAPS, and DIES, TURNING TOOLS, CHISELS, &c. CAST STEEL PISTON RODS, CRANK PINS, CONNECTING RODS, STRAIGHT and CRANK AXLES, SHAFTS, and FORGINGS OF EVERY DESCRIPTION.

DOUBLE SHEET STEEL, FILES MARKED T. TURTON. BLISTER STEEL, EDGE TOOLS MARKED WM. GREAVES & SON. SPRING STEEL, Locomotive Engine, Railway Carriage and Wagon Springs and Buffers.

Illustrated Catalogue, with Prices, forwarded on receipt of 12 stamps.

SHEAF WORKS AND SPRING WORKS, SHEFFIELD.
LONDON WAREHOUSE, 35, QUEEN STREET, CANNON STREET, CITY, E.C.

TO MINING COMPANIES, IRONMASTERS, ROAD CONTRACTORS, MANUFACTURING CHEMISTS, EMERY GRINDERS, and ALL WHOM IT MAY CONCERN.

BLAKE'S PATENT STONE BREAKER
is the MOST EFFICIENT MACHINE ever introduced for the CRUSHING HARD MATERIAL, such as IRON, LEAD, TIN, or COPPER ORE, QUARTZ, EMERY, FLINT, &c. It takes in pieces larger than any other machine, and with less power will REDUCE the MATERIAL to ANY SIZE, from 2 1/2 inches to 3/16 inch. Several of the principal firms in this country have adopted it, and find a GREAT SAVING in its use. As the material broken by this machine packs better, it is specially adapted for preparing ballast for railroad purposes, and is fast superseding all other modes of breaking. For simplicity and durability it is unequalled. For circulars and testimonials, apply to—

H. R. MARSDEN, MAKER, SOHO FOUNDRY,
MEADOW LANE, LEEDS.

PUBLIC TEST OF WIRE-ROPE.
THE SUPERIOR QUALITY OF GARNOCK, BIBBY, AND CO.'S WIRE-ROPE was FULLY PROVED by a RIVAL MANUFACTURER at the LIVERPOOL PUBLIC TESTING MACHINE, on the 29th of October, 1860, on which occasion GARNOCK, BIBBY, AND CO.'S ropes were found to be the STRONGEST of all the TWELVE SAMPLES from different makers then tested, as reported in the papers of the day. For example:—
(Certified by Mr. William Macdonald, superintendent.)

Garnock, Bibby, and Co.	Corresponding sizes from other manufacturers.		
Sizes.	Tons c.	Tons c.	Tons c.
3 1/2 in.	18	16	10
2 1/2 in.	8 15	7 15	5

Remaining sizes with similar results.
• Samples taken promiscuously from stock by a rival manufacturer's agent.
GARNOCK, BIBBY, AND CO.,
SWAN HEMP AND WIRE ROPE MANUFACTURERS, LIVERPOOL.
FLAT and ROUND STEEL and IRON WIRE ROPES for MINES, &c., of SUPERIOR QUALITY.

MESSRS. KNOWLES AND BUXTON, CHESTERFIELD,
MANUFACTURERS OF PATENT TUBULAR TUYERES.

The PATENT TUBULAR TUYERE possesses GREAT ADVANTAGES over the ORDINARY TUYERES, both for its DURABILITY and EASY WORKING. A current of cold water going direct to the nozzle prevents their destruction, however much they may be exposed to the fire.
We repair them at half the first cost, making them equal in size to new ones, all parties returning them carriage paid.

No. 1 tuyere, 16 in. long	25s. each.
No. 2 " 18 "	32s. "
No. 3 " 20 "	36s. "
No. 4 " 22 "	40s. "
No. 5 " 24 "	44s. "

Delivered at Chesterfield station. Terms, nett cash quarterly.

THE MINING SHARE LIST

DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Business.	Dividends Per Share.	Last paid.
1200	Alderley Edge (cop.), Cheshire [L.]	10 0 0	—	—	8 18 6	1 0 0—Oct. 1863
4000	Bedford United (cop.), Tavistock	2 6 0	—	—	13 2 0	1 0 0—Oct. 1863
1248	Boscawell (tin), Cornwall [S.E.]	6 18 0	—	—	0 10 0	0 6 0—Aug. 1863
358	Dolcoath (cop.), Cornwall [S.E.]	2 7 6	—	—	468 18 0	7 0 0—Aug. 1863
5000	Bromford (lead), Cardigan [L.]	2 7 6	—	—	0 14 0	0 2 0—Oct. 1863
916	Cargill (silver-lead), Newlyn	15 7 6	—	—	4 18 0	1 5 0—Aug. 1863
2900	Clifford Almagamat (cop.), Gwent	30 0 0	—	—	29 18 0	0 12 0—Oct. 1863
12000	Copper Mines of England	25 0 0	—	—	7 1/2 per cent.	—Half-yrly.
4000	Doitto (stock)	100 0 0	—	—	1 per cent.	—Half-yrly.
867	Cwm Eryn (lead), Cardigan [L.]	7 10 0	—	—	10 13 0	0 15 0—Oct. 1863
128	Cwmystwlth (lead), Cardigan [L.]	60 0 0	—	—	269 10 0	4 0 0—Nov. 1863
1024	Devon Gt. Con. (cop.), Tavistock [S.E.]	1 0 0	500	550 860	881 0 0	9 0 0—Nov. 1863
358	Dolcoath (cop.), Cornwall [S.E.]	2 7 6	—	—	738 10 0	8 0 0—Oct. 1863
1900	Drake Wall (tin), Cornwall [S.E.]	2 3 0	—	—	0 18 0	0 1 0—May, 1863
612	East Basset (cop.), Redruth [S.E.]	29 10 0	—	—	115 0 0	2 0 0—Nov. 1863
6144	East Canadon (cop.), St. Cleer [S.E.]	24 14 6	—	—	8 3 6	0 16 0—Nov. 1863
800	East Darwen (lead), Cardigan [L.]	32 0 0	—	—	80 10 0	2 0 0—Oct. 1863
128	East Pool (tin), Cornwall [S.E.]	24 5 0	—	—	845 0 0	5 0 0—Oct. 1863
1936	East Wheal Lovell (tin), Wendron	2 13 6	10 1/4	8 1/4 1/4	0 12 6	0 7 6—Sept. 1863
2900	Foxdale (lead) Isle of Man [L.]	25 0 0	—	—	62 0 0	1 0 0—Sept. 1863
8000	Frank Mills (lead), Christow	3 18 6	—	—	0 17 6	0 1 0—Nov. 1863
1788	Great Wheal Fortune (tin), Breage	18 0 0	—	—	5 18 2	0 10 0—Nov. 1863
2908	Great Wh. Vor (tin), Helston [S.E.]	40 0 0	—	—	2 12 6	0 5 0—Sept. 1863
1024	Harlestone (id.), near Liskeard [S.E.]	8 10 0	—	—	26 18 0	1 15 0—Oct. 1863
400	Lisborne (lead), Cardigan [L.]	18 10 0	—	—	412 10 0	3 0 0—Oct. 1863
8000	Marke Valley (cop.), Cardigan	4 10 6	—	—	2 10 6	0 1 0—Oct. 1863
1800	Marine Mining Co. [L.]	25 0 0	—	—	122 13 0	7 15 0—Aug. 1863
20000	Mining Co. of Ireland (cop., lead, coal)	7 0 0	10 1/2	—	15 17 7	0 11 2—Jan. 1863
40000	Mynydd (iron ore) [L.]	2 10 0	—	—	0 2 0	0 2 0—Mar. 1863
280	Nanty Mine (lead), Montgomery	20 0 0	—	—	4 0 0	1 0 0—Sept. 1863
6000	New Birch Tor and Vistler Con. (tin)	1 0 0	—	—	0 5 6	0 2 0—Sept. 1863
5836	North Trekerby (cop.), St. Agnes	2 9 0	—	—	26 19 0	0 3 0—Oct. 1863
6401	Par Consols (cop.), St. Blazey [S.E.]	1 2 6	—	—	62 10 0	0 2 0—Oct. 1863
203	Parya Mines (cop.), Anglesey [L.]	50 0 0	—	—	62 10 0	0 2 0—Oct. 1863
1772	Polberro (tin), St. Agnes	15 0 0	—	—	7 19 6	0 10 0—Nov. 1863
612	Polbreen (tin), St. Agnes	8 0 0	—	—	1 0 0	1 0 0—July, 1863
1121	Providence (tin), Uny Lelant [S.E.]	10 6 7	45	44 45	71 0 0	1 5 0—Nov. 1863
8000	Rosewall Hill and Ransom United	2 16 0	—	—	0 10 0	0 1 0—June, 1863
612	South Canadon (cop.), St. Cleer [S.E.]	1 0 0	420	415 425	420 10 0	8 0 0—Nov. 1863
612	South Tolucon (cop.), Redruth, Cornwall	2 0 0	—	—	74 10 0	1 0 0—May, 1863
494	St. Wh. Frances (cop.), Liskeard [S.E.]	18 18 6	—	—	270 18 6	1 0 0—Nov. 1863
940	St. Ives Consols (tin), St. Ives	9 0 0	—	—	13 8 6	1 0 0—Aug. 1863
6000	Tincroft (cop., tin), Pool, Llanegw [S.E.]	9 0 0	—	—	24 13 0	0 11 0—Nov. 1863
3000	West Basset (cop.), Llanegw [S.E.]	1 10 0	—	—	0 15 0	0 15 0—Oct. 1863
284	West Damsel (cop.), Gwennap	38 10 0	—	—	47 0 0	1 0 0—July, 1863
400	W. H. Seton (cop.), Camborne [S.E.]	47 10 0	265	—	293 0 0	5 0 0—Oct. 1863
612	Wheal Basset (cop.), Llanegw [S.E.]	2 2 6	92 1/2	90 95	594 10 0	1 0 0—Oct. 1863
1000	Wheal Basset (cop.), Llanegw [S.E.]	2 2 6	92 1/2	90 95	5 0 0	1 0 0—Sept. 1863
1024	Wheal Grylls (tin), Ferranathnoe	2 4 0	—	—	9 0 0	1 0 0—Oct. 1863
4925	Wheal Kitty (tin), St. Agnes	2 4 6	—	—	9 0 0	1 0 0—Oct. 1863
1024	Wheal Kitty (tin), Uny Lelant [S.E.]	2 4 6	—	—	76 5 0	1 0 0—May, 1863
800	Wh. Margaret (tin), Uny Lelant [S.E.]	9 17 6	19	17 10	57 7 6	0 10 0—Mar. 1863
1024	Wh. Mary Ann (id.), Menheniot [S.E.]	8 0 0	—	—	333 8 0	5 0 0—Nov. 1863
800	Wheal Owles (tin), St. Just, Cornwall	70 0 0	—	—	189 15 0	3 0 0—Oct. 1863
800	Wheal Seton (tin), Cornwall	58 10 0	—	—	48 5 0	0 12 0—Nov. 1863
2044	Wheal Trecroft (tin), Liskeard [S.E.]	8 17 0	21 1/4	20 1/4	0 15 0	0 5 0—Nov. 1863
7060	Wicklow (cop.) [L.]	2 10 0	—	—	11 5 0	1 0 0—Aug. 1863

* Dividends paid every two months. † Dividends paid every three months.

MINES WITH DIVIDENDS IN ABEYANCE.

310	Boscan (tin), St. Just	30 10 0	—	—	36 10 0	1 0 0—Mar. 1862
1000	Carn Brech (cop., tin), Llanegw	15 0 0	—	—	278 10 0	2 0 0—Feb. 1862
3000	Chilvinton (lead), Ferranathnoe [S.E.]	5 0 0	10 1/4	9 1/4 10 1/4	5 0 0	2 0 0—June, 1862
254	Conduff (cop., tin), Camborne	35 0 0	—	—	1 7 0	0 7 0—May, 1862
2450	Cook's Kitchen (cop.), Llanegw	17 15 0	—	—	2 7 6	—Sept. 1862
1024	Copper Hill (cop.), Redruth	12 0 0	—	—	7 12 0	0 4 0—July, 1862
1058	Cradock Moor (cop.), St. Cleer	8 0 0	—	—	0 10 0	0 10 0—Jan. 1862
612	Creegarwas and Penkevil, St. Columb	0 10 0	—	—	147 0 0	0 5 0—June, 1862
280	Darwen Mines (all-lead), Durham	300 0 0	—	—	0 10 0	0 2 6—Feb. 1862
2074	Devon and Cornwall (cop.), Tavistock	12 6 0	—	—	41 9 0	2 6 0—Jan. 1862
8000	Dyffryn (lead), Wales	12 6 0	—	—	7 18 0	0 1 0—Mar. 1862
940	Fowey Consols (cop.), Twardreath	4 0 0	—	—	0 8 0	0 1 6—Mar. 1862
6000	Great South Tolucon [S.E.]	14 6 0	—	—	0 6 0	0 2 0—Feb. 1862
10240	Gunn's Lake (Clitters' Adit)	0 2 0	—	—	1091 0 0	5 0 0—May, 1862
8000	Kelly Bray (lead, cop.), Callington	4 15 6	—	—	18 18 1	0 7 6—Aug. 1862
180	Levant (cop., tin), St. Just	2 10 0	—	—	66 0 0	1 0 0—Sept. 1862
440	Mount Pleasant (lead), Mold	4 0 0	—	—	0 10 0	0 8 0—Dec. 1862
470	Newtownards Mining Co., Co. Down	80 0 0	—	—	9 15 0	0 5 0—Dec. 1862
8000	Oradell (lead), Fintona	0 0 0	—	—	7 0 0	0 10 0—Sept. 1862
8000	South Exmouth (lead), Clonmel	0 0 0	—	—	11 0 0	2 0 0—Mar. 1862
2800	Sparrow Moor (tin, cop.), St. Just	81 17 6	—	—	4 12 6	1 0 0—Oct. 1862
872	Treloyn Consols (tin), St. Ives	12 10 0	—	—	8 15 0	1 0 0—Jan. 1861
1000	Trumpet Consols (tin), near Helston	11 10 0	—	—	14 10 0	3 0 0—June, 1861
12000	Twelve Apostles Amal. (id.), Wrexham	1 0 0	—	—	101 1 0	0 10 0—Oct. 1862
4200	Vigra and Clogau (cop.) [L.]	3 15 0	—	—	929 0 0	0 5 0—May, 1862
1024	Wendron Consols (tin), Wendron	14 10 0	—	—	3400 10 0	5 0 0—Feb. 1861
60	West Burton Hill (lead), Yorkshire	50 0 0	—	—	13 10 0	1 0 0—Mar. 1862
1024	West Canadon (S. E.)	5 0 0	—	—	3 4 0	0 2 6—April, 1862
6100	West Fowey Consols (tin and cop.)	7 10 0	—	—	284 5 0	4 0 0—Mar. 1862
264	Wheal Butler (cop.), Redruth [S.E.]	5 0 0	—	—		
128	Wheal Friendship (cop.), Devon	50 0 0	—	—		
612	Wheal Jane (silver-lead), Kea	8 10 0	—	—		
8000	Wh. Ludcott and Wrey (lead), St. Ives	3 0 0	—	—		
100	Wheal Mary (tin), Lelant	36 2 0	—	—		

FOREIGN MINES.

2484	Burra Burra (cop.), South Australia	5 0 0	90	—	310 0 0	5 0 0—June, 1863
6000	Central American (silver) [L.]	5 0 0	—	—	2 2 0	0 14 0—Oct. 1862
13000	Cobra Copper Co. (cop.), Cuba [S.E.]	40 0 0	28	—	98 12 0	1 0 0—Jan. 1862
10000	Copiapu Mining Company, Chile [S.E.]	16 0 0	—	—	6 18 0	0 10 0—Nov. 1862
18000	East Indian Coal, Calcutta [L.]	10 0 0	—	—	7 1/2 per cent.	—Yearly.
70000	English and Australian [S.E.]	8 0 0	—	—	1 7 6	0 2 6—Feb. 1863
20000	Fortuna (lead), Spain [S.E.]	4 0 0	—	—	0 8 4	0 3 6—Mar. 1863
35000	Gen. Mining Assoc., Nova Scotia [S.E.]	320 0 0	—	—	19 15 0	0 10 0—June, 1862
80000	Kapunda Mining Co., Australia [S.E.]	1 0 0	—	—	9 11 0	0 5 0—Oct. 1862
18000	Linares (id.), Pozo Ancho, Spain [S.E.]	3 0 0	—	—	0 19 0	0 1 0—Feb. 1863
10000	Lusitania (of Portugal) [S.E.]	2 0 0	—	—	0 9 6	0 1 6—July, 1863
10815	Mariquita and New Granada [S.E.]	1 0 0	—	—	0 9 6	0 1 0—July, 1863
100000	Port Phillip (gold), Clunes [S.E.]	1 0 0	—	—	88 5 0	3 10 0—June, 1863
11000	St. John del Rey [L.]	15 0 0	—	—	2 9 0	0 7 6—May, 1863
43174	Unit. Mexican (all), Mexico [S.E.]	28 5 0	—	—	0 5 0	0 5 0—Oct. 1863
10000	Vancouver (con.) [L.]	2 10 0	—	—	0 7 0	0 3 0—Nov. 1863
20000	West Canada Mining Company [L.]	3 0 0	—	—	0 5 0	0 5 0—Aug. 1863
45000	Yadana Mutana (cop.), S. A. [L.]	3 0 0	—	—		

FOREIGN MINES WITH DIVIDENDS IN ABEYANCE.

10000	Altanand Quanganen Unl. (cop.) [L.]	4 10 0	—	—	4 5 0	0 15 0—Nov. 1863
10000	Gt. Barrier Land, Min., S. Z. [L.]	4 10 0	—	—	15 per cent.	—May, 1863
10000	Pontigbaud (all-lead), France [S.E.]	30 0 0	—	—	1 0 0	1 0 0—June, 1863

NON-DIVIDEND FOREIGN MINES.

Shares.	Mines.	Paid.	Last Pr.	Bus. done.	Last Call.
35000	Alamillos (lead), Spain [L.]	0 10 0	—	—	—
20000	Australian (cop.), South Australia [S.E.]	7 7 6	—	—	—Sept. 1863
20000	Bearis Tin Streaming Company [L.]	0 17 6	—	—	—Oct. 1863
75000	Bon Accord, South Australia (cop.) [L.]	1 0 0	—	—	—Fully paid.
18000	Cape Copper Mining Company [L.]	6 0 0	—	—	—Nov. 1863
20000	Capula (silver), Mexico [S.E.]	0 15 0	—	—	—Jan. 1863
17000	Central Italian (cop.) [L.]	0 6 0	—	—	—Jan. 1863
80000	Clarendon Consols (cop.), Jamaica [S.E.]	1 2 6	—	—	—Jan. 1863
10000	Copiapu Smelting [L.]	10 0 0	—	—	—Aug. 1862
100000	Dun Pedro North Del Rey (gold), Brazil [L.]	0 10 0	—	—	—Fully paid.
75000	Dun Mountain (cop.), New Zealand [L.]	1 0 0	—	—	—Fully paid.
25000	East del Rey (gold), Brazil [L.]	1 5 0	—	—	—Fully paid.
80000	East Kongberg Native Silver Mining Co. of Norway [L.]	1 12 0	—	—	—Fully paid.
20000	Elbe Colliery Company, Bohemia [L.]	1 0 0	—	—	—Fully paid.
30000	Ellenite and Barlowie (cop.), Jamaica	5 0 0	—	—	—Fully paid.
8000	English and Canadian Mining Company [L.]	9 0 0	—	—	—Fully paid.
40000	Fortuna (cop.), West Australia [L.]	2 0 0	—	—	—Fully paid.
80000	Great Northern (cop.), South Australia [S.E.]	1 10 0	—	—	—Fully paid.
24000	Hindostan (cop.), Bengal [L.]	3 0 0	—	—	—Fully paid.
4000	Hop Silver-Lead and Copper Mining Co. [L.]	25 0 0	—	—	—Fully paid.
10000	Karibits Colliery Company [L.]	1 0 0	—	—	—Fully paid.
80000	Lagunas (sulphur, cop.), Portugal [L.]	1 0 0	—	—	—Fully paid.
100000	Montes Azules (gold), Brazil [L.]	2 0 0	—	—	—Fully paid.
9000	New Granada (gold), South America [S.E.]	5 0 0	—	—	—Aug. 1862
10000	New Grand Duchy of Baden (silver-lead)	1 0 0	—	—	—Fully paid.
80000	North Rhine Copper of South Australia [L.]	17 6 0	—	—	—Nov. 1863
18000	Nova Scotia (land and gold) [L.]	1 0 0	—	—	—Nov. 1863
10000	Pachuca Silver Mining Company, Mexico [L.]	1 0 0	—	—	—Nov. 1863
28000	Quebrada (cop.), Venezuela [L.]	3 10 0	—	—	—June, 1863
10000	San Roque (lead), Spain	5 0 0	—	—	—Fully paid.
60000	Santa Barbara (gold), Brazil [L.]	1 0 0	—	—	—Fully paid.
120000	Scottish Australian Mining Company [L.]	0 15 0	—	—	—Mar. 1862
18000	South Europe Mining Company, Spain [L.]	0 15 0	—	—	—May, 1863
80000	St. John's United (cop., lead), Newfoundland [L.]	1 0 0	—	—	—May, 1863
12000	Teplitz Colliery Co., Bohemia [L.]	3 0 0	—	—	—June, 1863
80000	Vallanueva (gold), Italy [L.]	0 5 0	—	—	—June, 1863
45000	Victor Emanuel (cop.), Italy [L.]	1 0 0	—	—	—Fully paid.
10000	Western Africa Malachite (cop.) [L.]	110 0 0	—	—	—Oct. 1862
8000	Wheal Ellen (cop.), South Australia [L.]	5 0 0	—	—	—